
GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. R. 700**30 June 2008**

AVIATION ACT, 1962 (ACT NO 74 OF 1962)

THIRTY-THIRD AMENDMENT OF THE CIVIL AVIATION REGULATIONS, 1997

The Minister of Transport has under section 22(1) of the Aviation Act, 1962 (Act No 74 of 1962) made the regulations, which include amendments to (a), Part 61, (b) Part 91 and (c) Part 183 in the Schedule hereto.

SCHEDULE

DEFINITION

1. In these regulations unless the context otherwise indicates "the Regulations" means the Civil Aviation Regulations, 1997, published by Government Notice No R.1219 of 26 September 1997 and R.1255 of 17 October 1997, as amended by Government Notice No R. 1735 of 24 December 1997, Government Notice No R. 1041 of 14 August 1998, Government Notice No R. 1148 of 18 September 1998, Government Notice No R. 1664 of 14 December 1998, and Government Notice No R. 1701 of 31 December 1998, Government Notice No R. 1702 of 31 December 1998, Government Notice No R.639 of 21 May 1999, Government Notice No R. 170 of 17 February 2000, Government Notice No R. 171 of 18 February 2000, Government Notice No R. 558 of 22 June 2001, Government Notice No R. 559 of 30 August 2002, Government Notice No R. 1367 of 15 November 2002, Government Notice No R. 1368 of 15 November 2002, Government Notice No R. 1369 of 15 November 2002, Government Notice No R. 1370 of 15 November 2002, Government Notice No R. 1371 of 15 November 2002, Government Notice No R. 1372 of 15 November 2002, Government Notice No R. 434 of 28 March 2003, Government Gazette No 435 of 28 March 2003, Government Gazette No R.1375 of 1 October 2003 and Government Gazette No R.1340 of 31 March 2004, Government Notice No R.807 dated 4 August 2006, Government Notice No R. 1371 dated 28 December 2006, Government Notice No R. 364 dated 26 April 2006, Government Notice No R. 571 dated 13 July 2007, Government Notice No R. 572 dated 13 July 2007, Government Notice No R. 573 dated 13 July 2007, Government Notice No R. 574 dated 13 July 2007, Government Gazette No 1233 of 20 December 2007 and Government Gazette No 1234 of 20 December 2007.

Amendment of Part 61 of the Regulations

2. Part 61 of the Regulations is herewith amended by the substitution for the said Part of the following Part:

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(To be developed)

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(To be developed)

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PART 61**Pilot Licensing****LIST OF REGULATIONS****PILOT LICENSING****SUBPART 1: GENERAL****Applicability**

61.01.1 This Part applies to the issuing, revalidating and re-issuing of South African pilot licences and ratings; designation of examiners; validation of foreign pilot licences and ratings issued by a Contracting State; conversion of foreign pilot licences and ratings issued by a Contracting State; approval of flight simulation training devices; and matters related thereto.

Pilot licences

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

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

- (a) Student Pilot Licence - (SPL);
- (b) Private Pilot Licence (Aeroplane) - (PPL(A));
- (c) Private Pilot Licence (Helicopter) - (PPL (H));
- (d) Commercial Pilot Licence (Aeroplane) - (CPL (A));
- (e) Commercial Pilot Licence (Helicopter) - (CPL (H));
- (f) Airline Transport Pilot Licence (Aeroplane) - (ATPL (A));
- (g) Airline Transport Pilot Licence (Helicopter) - (ATPL (H));
- (h) Multi-Pilot Licence - (MPL)
- (i) Glider Pilot Licence - (GPL);
- (j) Free-balloon Pilot Licence - (FBPL);
- (k) Airship Pilot Licence - (ASPL);

(3) The following licences other than licences for pilots may be issued in terms of this Part: –

(a) Flight Operations Officer/Flight Dispatcher Licence.

Ratings for pilots

61.01.3 (1) The ratings for pilots are as follows:

(a) category ratings:

- (i) aeroplane;
- (ii) helicopter;
- (iii) glider;
- (iv) free balloon;
- (v) airship; and
- (vi) powered-lift

(b) class ratings:

- (i) all single-engine piston aeroplanes (land);
- (ii) all single-engine piston aeroplanes (sea);
- (iii) all touring gliders;
- (iv) each manufacturer of single-engine turbo-prop aeroplanes (land);
- (v) each manufacturer of single-engine turbo-prop aeroplanes (sea);
- (vi) all multi-engine piston aeroplanes (land);
- (vii) all multi-engine piston aeroplanes (sea);
- (viii) all conventional gliders;
- (ix) all power-assisted gliders;
- (x) all free balloons with an envelope up to and including 3 400m³ (20 000 cu/ft) in size;
- (xi) all free balloons with an envelope larger than 3 400m³ (20 000 cu/ft) in size;
- (xii) rigid airships; and
- (xiii) non-rigid airships;

(c) type ratings:

- (i) aeroplane with a maximum certificated mass exceeding 5 700 kilogram;
- (ii) multi-engine turboprop aeroplane;
- (iii) aeroplane certificated for operation with a flight crew of at least two pilots;

- (iv) aeroplane with unconventional handling characteristics that requires additional flying or flight simulation training device training;
- (v) warbird;

(d) ratings for special purposes:

- (i) night rating;
- (ii) instrument rating;
- (iii) flight instructor rating;
- (iv) post-maintenance test flight rating;
- (v) test pilot rating
- (vi) tug pilot rating;
- (vii) helicopter sling load rating;
- (viii) helicopter winching rating;
- (ix) helicopter game or livestock cull rating;
- (x) agricultural pilot rating;
- (xi) aerobatics rating; and
- (xii) tow rating.

(2) The class ratings for aeroplanes must be in accordance with the list as described in Document SA-CATS-FCL 61.13.

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

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

(5) The holder of a licence issued in terms of Part 61 shall not be required to be issued with a national pilot licence in terms of Part 62. Prior to flying an aircraft of a similar category as regulated under Part 62, the pilot shall have differences or familiarisation training for the class or variant or type by name of the aircraft endorsed into his or her logbook.

Flight instructor and test flight ratings

61.01.4 (1) The flight instructor ratings comprise of -

- (a) Grade I aeroplane flight instructor rating;
- (b) Grade II aeroplane flight instructor rating;
- (c) Grade III aeroplane flight instructor rating;

- (d) Grade I helicopter flight instructor rating;
- (e) Grade II helicopter flight instructor rating;
- (f) Grade III helicopter flight instructor rating;
- (g) Grade I glider flight instructor rating;
- (h) Grade II glider flight instructor rating;
- (i) free-balloon flight instructor rating;
- (j) airship flight instructor rating; and
- (k) powered-lift flight instructor rating.

(2) Test flight ratings comprise of-

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

Maintenance of Competency and Skills tests

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

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

(3) A skills test for a night rating or initial instrument flying rating conducted after the first revalidation check of a licence holder, will revalidate the maintenance of competency.

(4) The revalidation check shall be conducted by a Designated Flight Examiner except that in the case of the holder of a Private Pilot Licence (Aeroplane or Helicopter) the revalidation check may be conducted by an appropriately rated Grade I or Grade II flight instructor.

(5) The contents of the revalidation check referred to in sub-regulation (2) are defined in Document SA-CATS-FCL 61 and shall be conducted in an aircraft or in an

approved flight simulation training device FSTD of the category for which the pilot is licensed.

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

- (a) The application form shall be submitted within 30 days of the skills test or revalidation check.
- (b) In the event of an unsuccessful skill or revalidation test a Notice of Denial shall be issued to the applicant and a copy submitted to the Commissioner.
- (c) In the event of circumstances interrupting a skill or revalidation test, then a Notice of Discontinuance shall be issued. This notice will allow an applicant to complete those aspects of the test not yet assessed within a period of 30 days. The notice shall accompany the relevant skills test report and application. Failure to continue the test within this period shall result in the entire test being repeated.
- (d) If the skills test or revalidation check is conducted within 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the date of expiry.
- (e) If the skills test or revalidation or proficiency check is conducted more than 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the last day of the month in which the test or check was conducted.
- (f) No flight test shall be conducted before successful completion of any applicable theoretical or oral examination.
- (g) The navigation element of the skills test administered for the issuing of a private pilot licence may be conducted as a separate flight within a maximum period of 14 days without a Notice of Discontinuance being issued.

(7) The person who conducted the revalidation check must submit the relevant test report to the Commissioner and, where unsuccessful, must also submit a Notice of Denial of revalidation.

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

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

- (a) The person who conducted the revalidation check must inform him or her that he or she may not exercise the privileges of that particular licence.
- (b) In the case of an unsuccessful skills test or revalidation check, the pilot must undergo corrective training with a flight instructor, other than the person who conducted the proficiency check, before submitting him or herself for a

recheck. No recheck may be conducted within 72 hours of an unsuccessful skills test.

- (c) No recheck may be conducted without a letter of recommendation by the flight instructor referred to in paragraph (a).

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

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

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

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

Medical requirements and fitness

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

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

- (a) unless that person holds an appropriate valid medical certificate issued in terms of Part 67 and complies with all medical endorsements on that medical certificate;
- (b) while he or she is aware of having a medical deficiency that would make him or her unable to meet the medical standards for his or her medical certificate, until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67; or
- (c) when he or she is unable to act as a flight crew member of an aircraft because of the circumstances prescribed in sub-regulations 91.02.3 (1) and (2) of Part 91 of these Regulations.

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

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

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

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

Language

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

Logging of flight time

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

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

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

(a) in the case of flights not for hire and reward (Part 91 operations), flight training, and domestic commercial air transport operations: 7 days;

(b) in the case of international commercial air transport operations: 14 days;

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

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

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

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

Pilot-in-command time

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

- (a) the designated pilot-in-command of the aircraft; this shall be the case also if the designated pilot-in-command provides command supervision to another pilot in terms of paragraph (b) of sub-regulation 61.01.8(7).
- (b) pilot-in-command-under-supervision (PICUS), provided there is no intervention by the supervising pilot-in-command and "PICUS" is indicated in the remarks column with the entry certified by the supervising pilot-in-command. PICUS may, irrespective of the licence held, be flown from either the left hand or the right hand seat, provided that the pilot is appropriately rated and the aircraft is either certificated for multi-pilot operations or required to be operated by two pilots in terms of Parts 91, 94, 96, 121, 127, 135 or 138.
- (c) carrying out a student solo flight and is the sole occupant of the aircraft (except in the case of an airship requiring an additional crew member) and "SOLO" is indicated in the remarks column;
- (d) giving flight instruction while occupying a pilot seat with access to the controls, provided that the time must also be logged as instructor time.

Co-pilot time

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

Safety pilot time

(9) Any pilot acting as safety pilot in terms of regulation 91.07.32 in Part 91 of these Regulations, occupying a pilot seat, with an appropriate valid category, class or type rating, may log the flight as co-pilot. The flight time so acquired may not be credited towards the experience requirements for a higher grade pilot licence or a rating. The remarks column must be marked SAFETY PILOT.

Dual flight instruction time

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

Instrument flight time

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

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

Flight time as designated flight examiner

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

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

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

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

Flight simulation time

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

(18) Instructors and examiners must keep a record of all instruction and examiner time carried out on an approved flight simulation training device and log the time as flight simulation training device time, provided that they are rated on the simulated aircraft type, and are holders of an FSTD instructor authorisation issued in terms of this Part.

Crediting of flight time and theoretical knowledge

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

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

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

(4) A student, attending the integrated course referred to in sub-regulation 61.01.16 (2), may be credited with pilot-in-command instrument time when flying under supervision, provided that the entries have been certified by the instructor in the remarks column of the pilot's logbook. Of these hours a maximum of 50 hours may be credited towards the pilot-in-command time required for the issue of a Commercial or Airline Transport Pilot Licence (Aeroplane or Helicopter, as applicable).

(5) The holder of a valid Private Pilot Licence may be credited in full with all solo, dual flight instruction and pilot-in-command flight time towards the total flight time experience required for the issue of a rating or the Commercial Pilot Licence in the same aircraft category.

(6) The holder of a Commercial Pilot Licence may be credited with the total flight time during which he or she acted as the designated pilot-in-command towards the total pilot-in-command flight time experience required for a rating or the Airline Transport Pilot Licence in the same aircraft category.

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

(a) in full with the flight time towards the total flight time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot;

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

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

(9) The holder of a pilot licence or equivalent privilege for a helicopter, a micro light aeroplane (excluding a weight-shift micro light aeroplane), a glider or gyroplane may be credited with up to a maximum of 10 hours towards a Private Pilot Licence (Aeroplane) or higher licence (aeroplane).

(10) An applicant for the issue or revalidation of a Commercial Pilot Licence (Aeroplane) or Airline Transport Pilot Licence (Aeroplane) or flight instructor rating must have acquired the appropriate flight time required by these Regulations in aeroplanes, except when he or she is the holder of a valid helicopter pilot licence, where, in any such case, he or she must have acquired fifty per cent of the required flight time in aeroplanes and the remaining fifty per cent may have been acquired in helicopters in the ratio of 2 helicopter hours equals 1 aeroplane hour.

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

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

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

(14) Time acquired as a pilot on a flight simulation training device approved for the purpose, while under the supervision of an appropriately qualified instructor, may be credited towards -

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

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

(16) A flight examiner may be credited towards the experience requirements for a rating or higher pilot licence with all flight time accrued while carrying out skill testing or proficiency checking and logged in terms of regulation 61.01.08 as -

- (a) pilot-in-command time by an examiner who holds the appropriate valid class rating and, where applicable, type rating for the particular aircraft (whether the examiner was the designated pilot-in-command or not);
- (b) flight instructor time, in the capacity of flight examiner, by an examiner who holds the appropriate valid flight instructor rating; or
- (c) instrument flight time for the time the flight was conducted under instrument meteorological conditions, by an examiner who holds a valid instrument rating.

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

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

(19) A flight instructor may be credited with all instruction time acquired while giving flight instruction for the purpose of ab-initio flight training, advanced training for a higher licence, instrument training, instructor training, differences or familiarisation training, or safety training, as defined in Part 141, and training for ratings towards a higher grade flight instructor rating or the revalidation of the existing rating in that category and class of aircraft.

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

(21) A flight instructor may be credited with:

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

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

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

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

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

(26) A student pilot having undergone all or part of the integrated course, referred to in regulation 61.01.16, who passed the theoretical knowledge examination for the Commercial Pilot Licence, shall be deemed to have passed the theoretical knowledge examinations prescribed for the issue of the Private Pilot Licence and a Part 96 authorisation issued in terms of Part 62 in the same category; and

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

(28) Any person who on 1 January 2008 has credits for subjects passed for the acquiring of a pilot licence in terms of the Air Navigation Regulations (ANR), 1976, will be permitted to complete the particular examination in terms of the ANR of 1976: Provided that the Air Law examination will exclude the ANR and shall include Part 61 regulations, as applicable. Theoretical knowledge examination credits obtained in terms of the ANR of 1976 are subject to the provisions of this Part.

Theoretical knowledge examinations

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

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

(a) holding or having held within the previous 60 months one of the following: -

- (i) a valid South African Student Pilot Licence for entry to a Private Pilot Licence examination;
- (ii) a valid South African Student Pilot Licence for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination, where the holder is a student on an integrated course for the licence;
- (iii) a valid South African Private Pilot Licence for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination; or
- (iv) a valid South African Air Force pilot qualification; or
- (v) a pilot licence issued by a Contracting State;

(b) having attended the prescribed theoretical knowledge course with an approved Part 141 aviation training organisation at any one time during the previous 60 months.

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

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

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

Suspension and withdrawal of privileges and appeal

61.01.11 (1) An authorised officer, inspector or authorised person may suspend, for a period not exceeding 30 days, a person from exercising all or any of the privileges of his or her pilot licence, ratings or validation if -

- (a) immediate suspension is necessary in the interests of aviation safety;
- (b) the authorised officer, inspector or authorised person is prevented by the holder of the licence from carrying out any safety inspection and audit; or
- (c) it is evident that the holder of the licence, rating or validation does not comply with the relevant requirements prescribed in this Part.

(2) The notice of suspension must be given in writing, stating the reasons for the suspension.

(3) A person who has been suspended from exercising any of the privileges of his or her pilot licence in terms of sub-regulation (1) must be afforded an opportunity to make representations against such suspension within seven days after such suspension.

(4) The authorised officer, inspector or authorised person making the suspension must consider the representations referred to in sub-regulation (3) within three days.

(5) The authorised officer, inspector or authorised person making the suspension may either confirm or vary the suspension and must within 7 days submit a report in writing to the Commissioner with a proof that a copy thereof is submitted to the person concerned, stating the reasons why, in his or her opinion, the suspended privileges should be withdrawn or restored.

(6) The holder of a licence, rating or validation who feels aggrieved by the suspension of the licence, rating or validation may appeal against such suspension to the Minister within 30 days after such holder becomes aware of such suspension.

(7) The appeal, referred to in sub-regulation (6), must be in writing, stating the reasons why, in the appellant's opinion, the suspension should be varied or set aside.

(8) The appellant must submit a copy of the appeal and any documents or records supporting such appeal to the authorised officer, inspector or authorised person concerned and must furnish proof of such submission for the information of the Minister.

(9) The authorised officer, inspector or authorised person concerned must, within 30 days of receipt of the copy of the appeal referred to in sub-regulation (8), deliver to the Minister his or her written reply to such appeal together with all the information submitted to the Commissioner in terms of sub-regulation (5) .

(10) The Minister may-

(a) adjudicate the appeal on the basis of the documents submitted to him or her; or

(b) order the appellant and the authorised officer, inspector or authorised person concerned to appear before him or her, either in person or through a representative, at a time and place determined by him or her, to give evidence.

(11) The Minister may confirm, vary or set aside the suspension referred to in sub-regulation (1).

(12) The Minister must cancel the licence, rating or validation concerned if he or she confirms the suspension in terms of sub-regulation (11).

- (13) The Commissioner must cancel the licence, rating or validation concerned is suspended in terms of sub-regulation (1) and the holder thereof does not appeal against such suspension in terms of sub-regulation (6).

Curtailment of privileges of licence holders aged 60 years or more

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

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

Flight Simulation Training Device

61.01.13 (1) Each flight simulation training device (FSTD) used for training, and for which a candidate for the issue, revalidation, reissue or maintenance of competency requirement to receive credit, must be approved by the Commissioner for each particular purpose in terms of regulation 61.01.18, taking into consideration -

- (a) the training, testing or checking for which it is to be used;
 - (b) the particular manoeuvre, procedure, or crew member function to be performed; and
 - (c) the representation of the specific category and class of aircraft, type of aircraft, or particular variation of the type of aircraft.
- (2) The Commissioner may approve any other device for a purpose not provided for in sub-regulation (1).
- (3) The Commissioner may approve any of the devices, referred to in sub-regulations (1) and (2) on the basis of a similar approval by the regulatory body of a Contracting State.

Recognition, validation and conversion of foreign pilot licences and ratings

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

(2) Notwithstanding the provisions of sub-regulation (1), licences and ratings issued by a foreign authority to a South African citizen do not qualify for the conversion to a South African licence or rating, except if such licence was issued to a South African citizen while holding permanent residence status in the country of issue if the applicant had,:

- (a) lived in that particular country for at least five years after attaining the age of 18 years; or
- (b) was a minor born or living in the country of issue; or
- (c) held a validation issued in terms of the Air Navigation Regulations of 1976 for an uninterrupted period of 3 years or more and had acquired not less than 750 hours flight time in those three years prior to 1 January 2008.

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

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

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

- (a) in the case of validation for use as a private pilot under VFR conditions (PPL/VFR) have attended a tutorial, conducted by at least a Grade III flight instructor at an approved Part 141 aviation training organisation on the differences in airspaces and terminology within South Africa as well as received a briefing on performance planning, taking into account the effect of density altitude, and write a South African Civil Aviation Authority approved examination in South African Air Law conducted by an approved Part 141 aviation training organisation; or
- (b) in the case of validation for use as a private pilot under IFR conditions (PPL/IFR), have attended a tutorial, conducted by at least a Grade II flight instructor at an approved Part 141 aviation training organisation on the differences in airspaces and terminology within South Africa, as well as received a briefing on performance planning taking into account the effect of density altitude, and pass an examination on South African Air Law and Procedures at an approved South African Civil Aviation Examination Centre; or
- (c) in the case of validation for use as a commercial pilot under VFR conditions (CPL/VFR), passed an examination in South African Air Law at Commercial Pilot Licence (CPL) level at an approved South African Civil Aviation Examination Centre; or
- (d) in the case of validation for use as a commercial pilot under IFR conditions (CPL/IFR) or as an airline transport pilot, passed an examination in South African Air Law and Procedures at an approved South African Civil Aviation Examination Centre; and

- (e) shall, irrespective of the revalidation requirements in the country of issue, comply with the revalidation requirements of Subpart 13 in respect of the privileges to be granted by the licence or rating.
- (f) The Certificate of Validation for a Private Pilot Licence is valid for a period of 60 months from date of successful completion of the applicable skills test, provided that a valid medical certificate is held. The privilege of the validation may only be exercised if the holder has a valid medical certificate and complies with the recency requirements of Subpart 61.03 or 61.04, the revalidation requirements of the licence held, and the revalidation requirements of Subpart 13 for class and type ratings. In the event of the holder of a validation not exercising the privileges of the validation within the 60 months, the holder shall meet with the requirements for initial validation. All PPL(VFR) validations issued in terms of the Air Navigation Regulations of 1976 shall enjoy the privileges of regulation 61.01.14.
- (6) Notwithstanding the provisions of sub-regulation 61.01.14(20), a Certificate of Validation of a foreign licence for commercial purposes may only be issued for a particular purpose. The validation expiry date shall coincide with the date of expiry of the medical certificate of the applicant but shall not exceed a period of twelve months. If the medical certificate expires within the initial 12 month period, then the validation may be revalidated for a further period not exceeding 12 months from original date of issue of the certificate of validation. Under exceptional circumstances, the Commissioner may extend the period of validation by one further period of 12 months.
- (7) In the case of validated foreign pilots flying South African registered aircraft in a foreign country, a certificate of validation for commercial purposes may be re-issued annually, provided that the operation is flown exclusively outside the borders of South Africa and that any flying carried out in South Africa is for the purpose of a ferry flight for pre- or post-maintenance purposes or for the purpose of a revalidation check.
- (8) The purposes for which a Certificate of Validation may be issued include any or a combination of the following: -
- (a) to exercise the privileges of a private pilot in a South African registered aircraft;
 - (b) to ferry a South African registered aircraft from one foreign country to another, or from a foreign country to South Africa;
 - (c) to conduct demonstration flights in South African registered aircraft;
 - (d) to conduct familiarisation, difference training or route training of South African flight crew;
 - (e) to provide its holder with time to complete prescribed bridging training for the conversion of the foreign licence or rating while acting as a flight crew member on a South African registered aircraft during commercial operations; and
 - (f) in terms of a dry- or wet-lease agreement in terms of Part 48.

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

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

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

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

Validation of a foreign pilot licence and ratings

(13) The application for a Certificate of Validation of a pilot licence or rating issued by the appropriate authority of a Contracting State should be made to the Commissioner on the appropriate form as prescribed in Document SA CATS-FCL 61.

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

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

(15) The application for a Certificate of Validation must be accompanied by –

- (a) the appropriate fee as prescribed in Part 187;
- (b) a certified true copy of the pilot licence and ratings for which the validation is requested;
- (c) a certified true copy of a valid foreign or local medical certificate;
- (d) a summary of the applicant's logbook, certified by the applicant to be a true reflection of the hours flown;
- (e) show English language proficiency compliance in terms of regulation 61.01.7; and
- (f) any other document prescribed in Document SA CATS-FCL 61.

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

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

(18) The holder of a Certificate of Validation, issued by the Commissioner, must comply with all the applicable provisions of these Regulations.

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

(20) The period of validity of a Certificate of Validation issued in terms of a lease agreement in terms of Part 48, shall be the duration of the lease agreement.

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

(22) A Certificate of Validation for commercial purposes may only be reissued once, at the discretion of the Commissioner and only in exceptional cases, on condition that the applicant provides sufficient proof that he or she has complied with all requirements of the country of issue of the foreign licence or rating in respect of maintenance of competency.

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

Conversion of a foreign pilot licence and ratings

(24) The holder of a current South African validation issued in terms of the Air Navigation Regulations of 1976 may apply for the conversion of his or her licence, without having to meet the theoretical knowledge or practical skills tests requirements of Part 61 provided that;

(a) the validation had, prior to 1 January 2008, been held for a uninterrupted period of 3 years or more; and

(b) has acquired not less than 750 hours flight time in the three years referred to in paragraph (a) above.

(25) The application for the issuing of a South African pilot licence or any rating on the strength of a foreign pilot licence or rating must be made to the Commissioner in the form set out in Document SA CATS-FCL 61 and the applicant must meet all the requirements laid down in sub-regulation (26)

(26) Notwithstanding sub-regulations 61.1.14 (24) and (25), an applicant applying for the conversion of his foreign pilot licence must attach to his application the following documentation:

(a) a letter of motivation for conversion of the licence;

(b) an up-to-date Curriculum Vitae;

- (c) a certified copy of the pages of his or her logbook containing:
 - (i) the last 12 months' summary;
 - (ii) endorsements of all class or type ratings;
 - (iii) endorsements of the last revalidation of his or her licence, class or type and instrument flight ratings;
- (d) a certified copy of his or her licence; and
- (e) a valid South African medical certificate, as applicable.

(27) All new applicants for the conversion of a licence shall be required to pass the South African Civil Aviation Authority theoretical examination as prescribed below:

- (a) Private Pilot Licence (PPL/VFR):
 - (i) Air Law.
 - (ii) Meteorology.
 - (iii) Flight Performance and Planning.
- (b) Private Pilot Licence with Instrument Rating:
 - (i) Air Law and Procedures.
 - (ii) Meteorology.
 - (iii) Flight Performance and Planning.
- (c) Commercial Pilot Licence (CPL/VFR):
 - (i) Air Law.
 - (ii) Meteorology.
 - (iii) Flight Performance and Planning.
- (d) Commercial Pilot Licence with Instrument Rating (CPL/IR):
 - (i) Air Law and Procedures.
 - (ii) Meteorology.
 - (iii) Flight Performance and Planning.
- (e) Airline Transport Pilot Licence:
 - (i) Air Law and Procedures.

(ii) Meteorology.

(iii) Flight Performance and Planning.

Training for the conversion of a licence, rating or validation

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

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

(29) The applicant for the conversion of a licence shall be required to undergo a skills test which must be conducted by a Designated Flight Examiner as shown below:

- (a) Private Pilot Licence (PPL/VFR) - skills test as for an initial issue;
- (b) Private Pilot Licence with Instrument Rating (PPL/IR) - skills test for revalidation of an instrument rating;
- (c) Commercial Pilot Licence (CPL/VFR) - skills test as for an initial issue;
- (d) Commercial Pilot Licence with Instrument Rating (CPL/IR) - skills test for revalidation of an instrument rating.
- (e) Airline Transport Pilot Licence - skills test for revalidation of an instrument rating.

Conversion of foreign instructor rating

(30) A foreign flight instructor rating may be converted on compliance with sub-regulations 61.16.3(1), (3) and (4).

Requirements for issuing, validity, privileges and limitations

(31) The requirements for the issuing, the validity, the privileges and limitations of any South African pilot licence and ratings, issued on the basis of the strength of a foreign licence, are those prescribed in these Regulations for the issuing, the validity, the privileges and limitations of the equivalent South African licence or rating.

(32) The Commissioner must ensure that a pilot licence or rating is issued in such a manner that the validity thereof is readily determined.

Register of licences

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

(2) The register must contain the following particulars, which must be recorded immediately upon issuing the licence or rating or validated by the Commissioner: -

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

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

(4) Any person may obtain a copy of the register upon payment of the fee as prescribed in Part 187: Provided that postal and residential addresses may not be divulged to third parties, except to law enforcement officers or on instruction of the courts.

Training for acquiring a licence, rating or validation

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

(2) For training towards the issue of a pilot licence to be recognised as integrated training, such training must be conducted in accordance with an approved training course, meeting the conditions, requirements, rules, procedures and standards as prescribed in Appendix 3.0 to Document SA-CATS-FCL 61 – CPL/IR(A) / ATPL(A) Integrated Course.

Payment of currency fee

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

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

Approval of Flight Simulation Training Devices

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

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

(3) Whenever the words "approved simulator "FSTD "FNPT I or "FNPT II approved by the Commissioner" are used in these Regulations they shall mean "approved in terms of this regulation".

Endorsements and record keeping

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

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

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

(3) The flight instructor or designated flight examiner conducting a skills test or revalidation check shall stamp, sign and date each page of the applicable form before forwarding to the South African Civil Aviation Authority for processing and record keeping. The stamp shall include the following details -

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

SUBPART 2: STUDENT PILOT LICENCE

Requirements for a Student Pilot Licence

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

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

(3) The training referred to in sub-regulation (2) must be certified on the application form referred to in sub-regulation 61.02.2 by the holder of at least a Grade II Flight Instructor

Rating. The certification for theoretical training required and competency in terms of radio proficiency may be signed by the same flight instructor.

Application for a Student Pilot Licence

61.02.2 The application for a Student Pilot Licence must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61, and must be accompanied by -

- (a) an original or certified proof of the identity of the applicant;
- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) the appropriate aircraft by name on which training will be conducted, provided that in the case of helicopters, that the student pilot will be restricted to two types of aircraft;
- (e) two recent passport-size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

Issuing of a Student Pilot Licence

61.02.3 (1) The Commissioner shall issue a Student Pilot Licence in the appropriate format, as prescribed in Document SA-CATS-FCL 61, if the applicant complies with the requirements referred to in regulation 61.02.2.

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

Validity of a Student Pilot Licence

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

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

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

Privileges and limitations of a Student Pilot Licence

61.02.5 (1) The holder of a valid Student Pilot Licence may only fly solo for the purpose of training for the applicable pilot licence -

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

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

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

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

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

Ratings for special purposes for a Student Pilot Licence

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

(2) An application for the night rating or the instrument rating must be made in accordance with the provisions in Subparts 14 or 15, as the case may be.

SUBPART 3: PRIVATE PILOT LICENCE (AEROPLANE)

Requirements for a Private Pilot Licence (Aeroplane)

61.03.1(1) An applicant for a Private Pilot Licence (Aeroplane) must-

- (a) be 17 years or older;
- (b) hold a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;

- (c) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
 - (d) show evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following -
 - (i) a pilot licence (aeroplane) issued by a Contracting State; or
 - (ii) a South African Air Force pilot qualification (aeroplane); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
 - (e) have successfully completed the training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
 - (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS-FCL 61; and
 - (g) have undergone the skills test referred to in regulation 61.04.4.
- (2) An applicant for a Private Pilot Licence (Aeroplane) must have completed not less than 45 hours flight time as pilot of an aeroplane of which -
- (a) at least 25 hours are dual instruction in aeroplanes, which must include 5 hours instrument instruction time; and
 - (b) at least 15 hours are accumulated in solo flight, of which at least five hours are cross-country flight time; which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and
 - (c) a maximum of five hours dual instruction may be in an approved FSTD.
- (3) South African Air Force Pilots may apply for exemption for some or all of these requirements as indicated in regulation 61.01.9(23).
- (4) Notwithstanding the provisions in sub-regulation (2) above, the experience required for the holder of a Glider or Gyroplane Pilot Licence or of a Recreational Pilot Licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum specified in sub-regulation 61.01.9(9).

Application for and Issue of a Private Pilot Licence (Aeroplane)

61.03.2(1) An application for a Private Pilot Licence (Aeroplane) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

- (2) The application referred to in sub-regulations (1) must be accompanied by -
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with sub-regulation 61.03.1 (1)(d);
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of sub-regulation 61.03.1(1);
 - (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS-FCL 61;
 - (e) the skills test report as prescribed in Document SA-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Commissioner must issue a Private Pilot Licence (Aeroplane), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.03.1.
- (4) A Private Pilot Licence (Aeroplane) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.
- (5) The holder of a Private Pilot Licence (Aeroplane) must, upon receipt of the Private Pilot Licence (Aeroplane), immediately affix his or her signature thereon in ink in the space provided for such purpose.

Theoretical knowledge examination for a Private Pilot Licence (Aeroplane)

61.03.3 The applicant must pass all the theoretical examinations for a Private Pilot Licence (Aeroplane) referred to in paragraph (f) of sub-regulation 61.03.1(1) within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Private Pilot Licence (Aeroplane).

Skills test for a Private Pilot Licence (Aeroplane)

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

(2) The applicant must pass a skills test demonstrating to a Chief Flying Instructor (Aeroplane) (CFI/A) of an approved Part 141 aviation training organisation or a Grade II or I flight instructor (Aeroplane) appointed in terms of Document SA-CATS-FCL 61 by the CFI of the approved Part 141 aviation training organisation, the ability to execute as pilot-in-command of an aeroplane the procedures and manoeuvres prescribed in Document SA-CATS-FCL 61 with a degree of competence appropriate to the privileges granted to the holder of a Private Pilot Licence (Aeroplane).

(3) The holder of a Private Pilot Licence (Aeroplane) shall have flown a minimum of 3 hours as pilot-in-command of aeroplanes in the six months preceding the relevant skills test.

(4) The skills test shall be conducted in an aircraft with a maximum certificated mass in excess of 450 kg.

Privileges and limitations of a Private Pilot Licence (Aeroplane)

61.03.5(1) The holder of a Private Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she -

(a) is in possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67;

(b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner;

(c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid Private Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot of any aeroplane for which he or she holds the appropriate valid class rating or type rating by name.

(3) The holder of a Private Pilot Licence (Aeroplane) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) If the holder of a Private Pilot Licence (Aeroplane) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.03.9.

(5) The holder of a Private Pilot Licence (Aeroplane) may -

(a) act as co-pilot of any aeroplane on which a co-pilot is not a requirement;

(b) may not act as pilot-in-command of an aeroplane that is carrying passengers or freight for reward or hire.

(c) may not be remunerated for acting in any pilot capacity in an aeroplane.

(d) act as a pilot-in command of an aeroplane in the course of his or her own or employer's business, provided that-

(i) the flight is only incidental to that business or employment; and

(ii) the aeroplane does not carry passengers or freight for reward or hire.

Period of validity of a Private Pilot Licence (Aeroplane)

61.03.6 A Private Pilot Licence (Aeroplane) issued is valid for a period of 10 years provided that:

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

Maintenance of Competency for a Private Pilot Licence (Aeroplane)

61.03.7(1) The holder of a Private Pilot Licence (Aeroplane) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from -

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

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

- (a) in the case of a holder of a private pilots licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a private pilots licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the Air Law examination;

- (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass a an initial licence skills test in the same category of aircraft
- (c) in the case of a holder of a private pilots licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the Air Law examination;
 - (ii) rewrite the meteorology examination ;
 - (iii) rewrite the navigation examination ;
 - (iv) rewrite the aircraft performance and planning examination;
 - (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft.
- (d) in the case of a holder of a private pilots licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.03.

(3) In the event of the Maintenance of Competency requirements of a Private Pilot Licence (Aeroplane) not being complied with, the holder of a Private Pilot Licence (Aeroplane) may automatically continue to exercise the privileges of a Student Pilot Licence (Aeroplane), without being subject to the requirements of flight authorisation by a flight instructor acting at an approved Part 141 aviation training organisation.

Ratings for special purposes for a Private Pilot Licence (Aeroplane)

61.03.8(1) The ratings for special purposes associated with a Private Pilot Licence (Aeroplane) are -

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

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 14, 15, 27, 28, 29, 30, 35, 37 or 38, as the case may be.

Recency requirements for a Private Pilot Licence (Aeroplane)

61.03.9(1) The holder of a Private Pilot Licence (Aeroplane) shall comply with the recency requirements of Part 91, Regulation 91.02.4.

SUBPART 4: PRIVATE PILOT LICENCE (HELICOPTER)

Requirements for a Private Pilot Licence (Helicopter)

61.04.1(1) An applicant for a Private Pilot Licence (Helicopter) must-

- (a) be 17 years or older;
- (b) hold a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (d) show evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following -
 - (i) a pilot licence (helicopter) issued by a Contracting State; or
 - (ii) a South African Air Force pilot qualification (helicopter); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
- (e) have successfully completed the training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS-FCL 61.
- (g) have undergone the skills test referred to in regulation 61.04.4.

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

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

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

- (4) A maximum of 5 hours dual instruction time may be accumulated in a helicopter flight simulation training device (FSTD) approved for the purpose by the Commissioner.
- (5) South African Air Force pilots may apply for exemption for some or all of these requirements as indicated in sub-regulation 61.01.9(23).

Application for and Issue of a Private Pilot Licence (Helicopter)

61.04.2(1) An application for a Private Pilot Licence (Helicopter) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

- (2) The application referred to in sub-regulation (1) must be accompanied by -
 - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with sub-regulation 61.04.1(1)(d);
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of sub-regulation 61.04.1(1);
 - (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS-FCL 61;
 - (e) the skills test report as prescribed in Document SA-CATS-FCL 61 ;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Commissioner must issue a Private Pilot Licence (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.04.1.
- (4) A Private Pilot Licence (Helicopter) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.
- (5) The holder of a Private Pilot Licence (Helicopter) must, upon receipt of the Private Pilot Licence (Helicopter), immediately affix his or her signature thereon in ink in the space provided for such purpose.

Theoretical knowledge examination for a Private Pilot Licence (Helicopter)

61.04.3 The applicant must pass all the theoretical examinations for a Private Pilot Licence (Helicopter) referred to in paragraph (f) of sub-regulation 61.04.1(1), within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Private Pilot Licence (Helicopter).

Skills test for a Private Pilot Licence (Helicopter)

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

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

(3) The holder of a Private Pilot Licence (Helicopter) shall have flown a minimum of 3 hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

Privileges and limitations of a Private Pilot Licence (Helicopter)

61.04.5(1) The holder of a Private Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she -

(a) is in possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67;

(b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner;

(c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid Private Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating by name;

(3) The holder of a Private Pilot Licence (Helicopter) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) If the holder of a Private Pilot Licence (Helicopter) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.04.9.

(5) The holder of a Private Pilot Licence (Helicopter) may -

(a) act as co-pilot of any helicopter on which a co-pilot is not a requirement;

(b) may not act as pilot-in-command of an helicopter that is carrying passengers or freight for reward or hire.

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

Period of validity of a Private Pilot Licence (Helicopter)

61.04.6 A Private Pilot Licence (Helicopter) issued is valid for a period of 10 years provided that:

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

Maintenance of Competency for a Private Pilot Licence (Helicopter)

61.04.7(1) A Private Pilot Licence (Helicopter) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from -

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

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

- (a) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:

- (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass a an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) rewrite the meteorology examination;
 - (iii) rewrite the navigation examination;
 - (iv) rewrite the aircraft performance and planning examination;
 - (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft;
- (d) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.04.

(3) In the event of the Maintenance of Competency requirements of a Private Pilot Licence (Helicopter) not being complied with, the holder of a Private Pilot Licence (Helicopter) may automatically continue to exercise the privileges of a Student Pilot Licence (Helicopter), without being subject to the requirements of flight authorisation by a flight instructor acting at an approved Part 141 aviation training organisation.

Ratings for special purposes for a Private Pilot Licence (Helicopter)

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

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

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 14, 15, 27, 34 and 35, as the case may be.

Recency requirements for a Private Pilot Licence (Helicopter)

61.04.9 The holder of a Private Pilot Licence (Helicopter) shall comply with the recency requirements of regulation 91.02.4 of Part 91 of the Regulations.

SUBPART 5: COMMERCIAL PILOT LICENCE (AEROPLANE)

Requirements for a Commercial Pilot Licence (Aeroplane)

61.05.1 (1) An applicant for a Commercial Pilot Licence (Aeroplane) must-

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

(2) An applicant for a Commercial Pilot Licence (Aeroplane) must have completed not less than -

- (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a flight simulation training device, approved for the purpose; or
 - (b) 150 hours of flight time if he or she has successfully completed the integrated training referred to in regulation 61.01.16.
- (3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2), must include -
- (a) 100 hours as pilot-in-command, or 70 hours as pilot-in-command in the case of an applicant who has undergone the integrated training; and
 - (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 300 NM, in the course of which full-stop landings at not less than two different aerodromes away from base must have been made; and
 - (c) 5 hours of night flying as pilot-in-command, including not less than 10 take-offs and 10 landings by night, and a cross-country flight of at least three legs, each of a minimum length of 50 NM; and
 - (d) 20 hours of instrument instruction time, of which not more than 10 hours may have been acquired in a flight simulation training device; and
 - (e) at least 5 hours instruction in an aeroplane with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine.
- (4) A South African Air Force pilot or navigator may apply for exemption for some or all of these requirements as indicated in sub-regulation 61.01.9(23);

Application for and Issue of a Commercial Pilot Licence (Aeroplane)

61.05.2(1) An application for a Commercial Pilot Licence (Aeroplane) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

- (2) The application referred to in sub-regulation (1) must be accompanied by -
- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with Regulation 61.05.1 (1)(d);
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.05.1(1)(f) and 61.01.16;
 - (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS-FCL 61;
 - (e) the skills test report as prescribed in Document SA-CATS-FCL 61 ;

(f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and

(g) the appropriate fee as prescribed in Part 187.

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

(4) A Commercial Pilot Licence (Aeroplane) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.

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

Theoretical knowledge examination for a Commercial Pilot Licence (Aeroplane)

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

Skills test for a Commercial Pilot Licence (Aeroplane)

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

(2) An applicant must have demonstrated to a Designated Flight Examiner I or II (DFE I or DFE II) the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61, with a degree of competence appropriate to the privileges granted to the holder of a Commercial Pilot Licence (Aeroplane).

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

(4) The holder of a Commercial Pilot Licence (Aeroplane) shall have flown a minimum of 3 hours as pilot-in-command of aeroplanes in the six months preceding the relevant skills test.

Privileges and limitations of a Commercial Pilot Licence (Aeroplane)

61.05.5(1) The holder of a Commercial Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she -

(a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;

(b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner; and

(c) complies with the Maintenance of Competency requirements.

(2) The holder of a valid Commercial Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot of any aeroplane for which he or she holds the appropriate valid class rating or type rating by name;

(3) The holder of a Commercial Pilot Licence (Aeroplane) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) If the holder of a Commercial Pilot Licence (Aeroplane) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.9.

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

(a) exercise all the privileges of a Private Pilot Licence (Aeroplane);

(b) in operations other than the carrying of passengers or freight for reward, act as pilot-in-command in any aeroplane;

(c) act as pilot-in-command in commercial air transport operations in any aeroplane certified for single-pilot operation;

(d) act as co-pilot in commercial air transport operations in any aeroplane required to be operated with a co-pilot;

(e) act as safety pilot; and

(f) exercise all the privileges referred to in paragraphs (a) to (e) by night.

Period of validity of a Commercial Pilot Licence (Aeroplane)

61.05.6 A Commercial Pilot Licence (Aeroplane) issued is valid for a period of 10 years provided that:

(a) currency fees are paid in terms of regulation 61.01.17;

(b) maintenance of competency in terms of regulation 61.05.7 is complied with;

(c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in sub-regulation 61.05.2 (2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary

indicating flight time per category, class, type and total time, as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Maintenance of Competency for a Commercial Pilot Licence (Aeroplane)

61.05.7 (1) A Commercial Pilot Licence (Aeroplane) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from -

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

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

- (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass a an initial licence skills test in the same category of aircraft
- (c) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) rewrite the meteorology examination ;
 - (iii) rewrite the navigation examination ;
 - (iv) rewrite the aircraft performance and planning examination;

- (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft.
- (d) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.05.
- (3) The revalidation check must be undertaken in an aeroplane with adjustable flaps and:
- (a) variable pitch propeller; or
 - (b) a turbojet engine; or
 - (c) in an approved flight simulation training device (FSTD).
- (4) In the event of the Maintenance of Competency requirements of a Commercial Pilot Licence (Aeroplane) not being complied with, the holder of a Commercial Pilot Licence (Aeroplane) may automatically continue to exercise the privileges of a Private Pilot Licence (Aeroplane), subject to the requirements of the respective licence having been met.

Ratings for special purposes for a Commercial Pilot Licence (Aeroplane)

61.05.8(1) The ratings for special purposes associated with a Commercial Pilot Licence (Aeroplane) are -

- (a) instrument rating;
 - (b) flight instructor rating (aeroplane);
 - (c) test pilot rating;
 - (d) tug pilot rating;
 - (e) agricultural pilot rating;
 - (f) aerobatics rating; and
 - (g) tow rating.
- (2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 15, 16, 17, 27, 28, 29, 30, 31, 35 and 38, as the case may be.

Recency requirements for a Commercial Pilot Licence (Aeroplane)

61.05.9(1) The holder of a Commercial Pilot Licence (Aeroplane) shall comply with the recency requirements of Part 91, Regulation 91.02.4.

SUBPART 6: COMMERCIAL PILOT LICENCE (HELICOPTER)

Requirements for a Commercial Pilot Licence (Helicopter)

61.06.1(1) An applicant for a Commercial Pilot Licence (Helicopter) must-

- (a) be 18 years or older;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) hold at least a valid general certificate of proficiency in radiotelephony (aeronautical);
- (d) produce evidence of holding or having held, within the previous 60 months, the following -
 - (i) a valid South African Private Pilot Licence (Helicopter); or
 - (ii) a valid pilot licence (helicopter) issued by a Contracting State; or
 - (iii) a valid South African Air Force pilot qualification (helicopter); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
- (e) have successfully completed the training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
- (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS-FCL 61; and
- (g) have undergone the skills test referred to in sub-regulation 61.06.4.

(2) An applicant for a Commercial Pilot Licence (Helicopter) must have completed not less than -

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

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

- (a) 100 hours as pilot-in-command, or 70 hours as pilot-in-command in the case of an applicant who has undergone the relevant integrated training; and
 - (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 150 NM, in the course of which full-stop landings at not less than two different points away from base shall have been made.
- (4) A South African Air Force pilot or navigator may apply for exemption for some or all of these requirements as indicated in sub-regulation 61.01.9(23);

Application for and Issue of a Commercial Pilot Licence (Helicopter)

61.06.2(1) An application for a Commercial Pilot Licence (Helicopter) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

- (2) The application referred to in sub-regulations (1) must be accompanied by -
- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of sub-regulation 61.06.1(1);
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of sub-regulation 61.06.1(1) and regulation 61.01.16;
 - (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS-FCL 61;
 - (e) the skills test report as prescribed in Document SA-CATS-FCL 61 ;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Commissioner must issue a Commercial Pilot Licence (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.06.1.
- (4) A Commercial Pilot Licence (Helicopter) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.
- (5) The holder of a Commercial Pilot Licence (Helicopter) must, upon receipt of the Commercial Pilot Licence (Helicopter), immediately affix his or her signature thereon in ink in the space provided for such purpose.

Theoretical knowledge examination for a Commercial Pilot Licence (Helicopter)

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

Skills test for a Commercial Pilot Licence (Helicopter)

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

(2) The applicant must have demonstrated to a Designated Flight Examiner I or II (DFE I or DFE II) the ability to perform as pilot-in-command of a helicopter, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61, with a degree of competence appropriate to the privileges granted to the holder of a Commercial Pilot Licence (Helicopter).

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

(4) The holder of a Commercial Pilot Licence (Helicopter) shall have flown a minimum of 3 hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

Privileges and limitations of a Commercial Pilot Licence (Helicopter)

61.06.5(1) The holder of a Commercial Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she -

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

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

(3) The holder of a Commercial Pilot Licence (Helicopter) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) If the holder of a Commercial Pilot Licence (Helicopter) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.06.9.

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

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

Period of validity and Reissue of a Commercial Pilot Licence (Helicopter)

61.06.6 A Commercial Pilot Licence (Helicopter) issued is valid for a period of 10 years provided that:

- (a) currency fees are paid in terms of regulation 61.01.17;
- (b) maintenance of competency in terms of regulation 61.06.7 is complied with;
- (c) annually, together with the fee referred to in paragraph (a), the completed application form as prescribed in sub-regulation 61.06.2(2) is submitted including certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Maintenance of Competency for a Commercial Pilot Licence (Helicopter)

61.06.7(1) The holder of a Commercial Pilot Licence (Helicopter) shall undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from -

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

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

- (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass a an initial licence skills test in the same category of aircraft;
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) rewrite the meteorology examination ;
 - (iii) rewrite the navigation examination ;
 - (iv) rewrite the aircraft performance and planning examination;
 - (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.06.

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

Ratings for special purposes for a Commercial Pilot Licence (Helicopter)

61.06.8(1) The ratings for special purposes associated with a Commercial Pilot Licence (Helicopter) are -

- (a) night rating;

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

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 14, 15, 19, 20, 22, 27, 28, 32, 33, 34 and 35, as the case may be.

Recency requirements for a Commercial Pilot Licence (Helicopter)

61.06.9(1) The holder of a Commercial Pilot Licence (Helicopter) shall comply with the recency requirements of regulation 91.02.4 in Part 91 of these Regulations.

SUBPART 7: AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)

Requirements for an Airline Transport Pilot Licence (Aeroplane)

61.07.1(1) An applicant for an Airline Transport Pilot Licence (Aeroplane) must-

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) produce evidence of holding or having held, within the previous 60 months, the following -
 - (i) a valid South African Private Pilot Licence (Aeroplane); or
 - (ii) a valid pilot licence (aeroplane) issued by a Contracting State; or
 - (iii) a valid South African Air Force pilot qualification (aeroplane); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
 - (v) a valid instrument rating;
- (d) have, within the previous 60 months, completed a multi-crew cooperation course;

-
- (e) have successfully completed the training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
 - (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS-FCL 61.
 - (g) have undergone the skills test referred to in regulation 61.07.4;
- (2) An applicant for an Airline Transport Pilot Licence (Aeroplane) must have completed, in aeroplanes, not less than 1500 hours of flight time of which -
- (a) 500 hours must be pilot-in-command-under-supervision; or
 - (b) 250 hours must be as pilot-in-command, of which up to 150 hours may be pilot-in-command-under-supervision; and
 - (c) 200 hours must be cross-country flight time, of which 100 hours may be as co-pilot or pilot-in-command-under-supervision;
 - (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in a flight simulation training device (FSTD) approved for the purpose; and
 - (e) 100 hours shall be night flight time as pilot-in-command or as co-pilot.
- (3) For the purposes of sub-regulation (1), in the case of single-pilot aeroplanes operated by two pilots according to operational requirements as approved by the Commissioner, both pilots must have successfully completed the multi-crew co-operation training as specified in this Part.
- (4) The 1 500 hours flying experience referred to in sub-regulation (2) may comprise flight time in any of the following capacities -
- (a) As pilot-in-command, counted in full;
 - (b) As pilot under instruction (dual), counted in full;
 - (c) As co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
 - (d) As an appropriately rated co-pilot, counted in full;
 - (e) As student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Aeroplane), counted in full, provided that the Part 141 aviation training organisation has been authorised by the Commissioner to allow the logging of student pilot-in-command-under-supervision flight time;
-

- (f) A maximum of 100 hours may have been completed in an flight simulation training device (FSTD) of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1;
- (g) Up to 50 percent of the 1 500 hours and each of the requirements specified in sub-regulations (2) (a), (b), (c) (d) and (e) above may be completed in helicopters;
- (h) A maximum of 30 hours flight time in touring motor gliders, gliders, micro light aircraft (excluding a weight-shift micro light aeroplane, or an aeroplane with a maximum take-off mass of less than 450 kg), may be counted towards the 1 500 hours experience requirement.

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

Application for and Issue of an Airline Transport Pilot Licence (Aeroplane)

61.07.2(1) An application for an Airline Transport Pilot Licence (Aeroplane) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

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

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with paragraphs (d) and (e) of sub-regulation 61.07.1 (1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of sub-regulation 61.07.1(1) and regulation 61.01.16;
- (d) the applicant's flying logbook summarised in the format as prescribed in Document SA-CATS-FCL 61;
- (e) the skills test report as prescribed in Document SA-CATS-FCL 61;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Commissioner must issue an Airline Transport Pilot Licence (Aeroplane), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.07.1.

(4) An Airline Transport Pilot Licence (Aeroplane) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.

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

Theoretical knowledge examination for an Airline Transport Pilot Licence (Aeroplane)

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

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

(3) If an instrument rating is not issued within the 36 month period from the date of passing the last CPL/IR or ATPL examination as the case may be, then the Air Law and Procedures examination credit will lapse. Candidates will be required to re-take the Air Law and Procedures theoretical knowledge examination.

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

Skills test for an Airline Transport Pilot Licence (Aeroplane)

61.07.4 (1) An applicant for an Airline Transport Pilot Licence (Aeroplane) must have demonstrated to a Designated Flight Examiner I (DFE I) the ability to perform as pilot-in-command in an aeroplane under IFR, the procedures and manoeuvres as prescribed in Document SA CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Aeroplane). The initial skills test may be performed in a flight simulation training device (FSTD) approved for the purpose and in the following aircraft:

- (a) any aeroplane with a maximum certificated mass of more than 5 700 kg, type-certified for a minimum crew of two pilots; or
- (b) any multi-engine turboprop/turbojet aeroplane with fully functional dual instrumentation.

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

Privileges and limitations of an Airline Transport Pilot Licence (Aeroplane)

61.07.5 (1) The holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she -

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

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

- (a) exercise all the privileges of a Private and a Commercial Pilot Licence (Aeroplane); and
- (b) act as pilot-in-command in commercial air transport operations.

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

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

Period of validity of an Airline Transport Pilot Licence (Aeroplane)

61.07.6 An Airline Transport Pilot Licence (Aeroplane) issued is valid for a period of 10 years provided that:

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

Maintenance of Competency for an Airline Transport Pilot Licence (Aeroplane)

61.07.7(1) The holder of an Airline Transport Pilot Licence (Aeroplane) shall undergo a revalidation check within a period of 12 months calculated from -

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

(2) The holder of an Airline Transport Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law and procedures examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass a an initial licence skills test in the same category of aircraft
- (c) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the air law and procedures examination;
 - (ii) rewrite the meteorology examination ;
 - (iii) rewrite the navigation examination ;
 - (iv) rewrite the aircraft performance and planning examination;
 - (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft.
- (d) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.07.

(3) In the event of the Maintenance of Competency requirements of an Airline Transport Pilot Licence (Aeroplane) not being complied with, the holder of an Airline Transport Pilot Licence (Aeroplane) may automatically continue to exercise the

privileges of a Commercial Pilot Licence (Aeroplane), subject to the requirements of the respective licence having been met.

Ratings for special purposes for an Airline Transport Pilot Licence (Aeroplane)

61.07.8(1) The ratings for special purposes associated with an Airline Transport Pilot Licence (Aeroplane) are -

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

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

Recency requirements for an Airline Transport Pilot Licence (Aeroplane)

61.07.9(1) The holder of an Airline Transport Pilot Licence (Aeroplane) shall comply with the recency requirements of regulation 91.02.4 in Part 91 of these Regulations. .

SUBPART 8: AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

Requirements for an Airline Transport Pilot Licence (Helicopter)

61.08.1(1) An applicant for an Airline Transport Pilot Licence (Helicopter) must-

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate, issued in terms of Part 67;
- (c) produce evidence of holding or having held, within the previous 60 months, the following -
 - (i) a valid South African Private Pilot Licence (Helicopter); or
 - (ii) a valid pilot licence (helicopter) issued by a Contracting State; or
 - (iii) a valid South African Air Force pilot qualification (helicopter); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and

- (v) a Night Rating (Helicopter);
 - (d) have, within the previous 60 months, completed a multi-crew cooperation course;
 - (e) have successfully completed the training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
 - (f) have passed the theoretical knowledge examination as prescribed in Document SA-CATS-FCL 61; and
 - (g) have undergone the skills test referred to in sub-regulation 61.08.4.
- (2) An applicant for an Airline Transport Pilot Licence (Helicopter) must have completed not less than 1 500 hours of flight time in helicopters, which must include -
- (a) 250 hours as pilot-in-command, of which up to 70 hours may be pilot-in-command-under-supervision; and;
 - (b) 200 hours cross-country flight time, of which 100 hours may be as co-pilot or pilot-in-command-under-supervision;
 - (c) 30 hours instrument flight instruction time, of which not more than 10 hours may be acquired in a helicopter flight simulation training device (FSTD) approved for the purpose by the Commissioner, during the six months immediately preceding the date of application if he or she is not the holder of an instrument rating; and
 - (d) 50 hours night flight time as pilot-in-command or as co-pilot.
- (3) The 1 500 hours flying experience prescribed in sub-regulation (2) may comprise flight time in any of the following capacities -
- (a) As pilot-in-command, counted in full;
 - (b) As pilot under instruction (dual), counted in full;
 - (c) As co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full;
 - (d) As co-pilot, counted in full;
 - (e) As student pilot-in-command, counted in full up to a maximum of 30 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Helicopter); and
 - (f) A maximum of 100 hours may have been completed in a approved FSTD of which a maximum of 25 hours may have been completed in a flight navigation procedures trainer (FNPT);.
- (4) Up to 50 percent of the 1 500 hours may be completed in aeroplanes.

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

Application for and issue of an Airline Transport Pilot Licence (Helicopter)

61.08.2(1) An application for an Airline Transport Pilot Licence (Helicopter) must be made to the Commissioner on the appropriate form as prescribed in Document SA-CATS-FCL 61 within 30 days of the practical skills test.

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

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) documentary evidence of compliance with paragraphs (d) and (e) of sub-regulation 61.08.1(1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of sub-regulation 61.08.1(1) and regulation 61.01.16;
- (d) the applicant's flying logbook summarised in the format as prescribed in the Document SA-CATS-FCL 61;
- (e) the skills test report as prescribed in Document SA-CATS-FCL 61 ;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Commissioner must issue an Airline Transport Pilot Licence (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.08.1.

(4) An Airline Transport Pilot Licence (Helicopter) must be issued in the appropriate format, as prescribed in Document SA-CATS-FCL 61.

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

Theoretical knowledge examination for an Airline Transport Pilot Licence (Helicopter)

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

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

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

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

Skills test for an Airline Transport Pilot Licence (Helicopter)

61.08.4(1) An applicant for an Airline Transport Pilot Licence (Helicopter) must have demonstrated to a Designated Flight Examiner I (DFE I) the ability to perform as pilot-in-command of a helicopter certificated for a minimum of 2 pilots, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Helicopter). The skills test may be conducted in an approved helicopter flight simulation training device (FSTD).

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

Privileges and limitations of an Airline Transport Pilot Licence (Helicopter)

61.08.5(1) The holder of an Airline Transport Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she -

(a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;

(b) has submitted a copy of the medical certificate to the Commissioner, as required in sub-regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Commissioner;

(c) complies with the Maintenance of Competency requirements.

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

(a) exercise all the privileges of a Private and a Commercial Pilot Licence (Helicopter); and

(b) act as pilot-in-command in commercial air transport operations.

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

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

Period of validity of an Airline Transport Pilot Licence (Helicopter)

61.08.6 An Airline Transport Pilot Licence (Helicopter) issued is valid for a period of 10 years provided that:

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

Maintenance of Competency for an Airline Transport Pilot Licence (Helicopter)

61.08.7 (1) The holder of an Airline Transport Pilot Licence (Helicopter) shall undergo a revalidation check within a period of 12 months calculated from -

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

(2) The holder of an Airline Transport Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder shall be required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;

- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months but less than 60 months, the licence holder shall be required to:
 - (i) rewrite the air law examination;
 - (ii) rewrite the meteorology examination ;
 - (iii) rewrite the navigation examination ;
 - (iv) rewrite the aircraft performance and planning examination;
 - (v) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
 - (vi) pass an initial licence skills test in the same category of aircraft.
- (d) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.08.

(3) In the event of the Maintenance of Competency requirements of an Airline Transport Pilot Licence (Helicopter) not being complied with, the holder of an Airline Transport Pilot Licence (Helicopter) may automatically continue to exercise the privileges of a Commercial Pilot Licence (Helicopter), subject to the requirements of the respective licence having been met.

Ratings for special purposes for an Airline Transport Pilot Licence (Helicopter)

61.08.8 (1) The ratings for special purposes associated with an Airline Transport Pilot Licence (Helicopter) are -

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

(2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 15, 19, 20, 21, 27, 28, 29, 32, 33, 34 and 35, as the case may be.

Recency requirements for an Airline Transport Pilot Licence (Helicopter)

61.08.9 (1) The holder of an Airline Transport Pilot Licence (Helicopter) shall comply with the recency requirements of regulation 91.02.4 in Part 91 of these Regulations.

SUBPART 9: POWERED-LIFT LICENCE

(To be developed)

SUBPART 10: GLIDER PILOT LICENCE

(To be developed)

SUBPART 11: FREE BALLOON PILOT LICENCE

(To be developed)

SUBPART 12: COMMERCIAL GLIDER PILOT LICENCE

(To be developed)

SUBPART 13: CLASS AND TYPE RATINGS

Requirements for the issue of class and type ratings

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

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

(3) A class rating is required for all single-pilot aircraft, except for those falling outside the classes defined in sub-regulation 61.13.8(7), or as designated by the Commissioner in terms of regulation 61.01.3 as requiring a type rating.

(4) An aircraft type rating is required in order to pilot a type of aircraft that is not included within any of the aircraft classes set out in sub-regulation 61.13.8(7).

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

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

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

(8) Although an applicant will have an endorsement in his or her licence for a class rating in his or her licence, a change to another type or variant of the aeroplane within one class rating will require differences training, as indicated in Tables 1-10 of Technical Standard 61.13.7 and such training shall be endorsed into the pilot logbook. Differences training is also required for a transition between different types within a class rating. The differences training form indicated in Document SA-CATS-FCL 61 shall be forwarded to the Commissioner within 30 days of completion of the training.

Multi-pilot aeroplanes

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

- (a) at least 100 hours experience as pilot-in-command of aeroplanes;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed appropriate written examinations as prescribed in Document SA-CATS-FCL 61; and
- (d) passed appropriate skills test referred to in this Subpart with an appropriately rated Designated Flight Examiner Cat I (Aeroplanes) (DFE I (A)).

Single-pilot multi-engine aeroplanes

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

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

Multi-pilot helicopters

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

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

Single-pilot helicopters

- (12) An applicant for a type rating in respect of a single-pilot helicopter must have -
- (a) at least 25 hours flight time on helicopters of which a minimum of 3 hours shall be as pilot-in-command of helicopters;
 - (b) successfully completed appropriate training referred to in this Subpart;
 - (c) passed the appropriate written examinations as prescribed in Document SA-CATS-FCL 61; and
 - (d) passed appropriate skills test referred to in this Subpart.

Warbird type aircraft

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

Training

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

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

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

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

(4) An applicant for a warbird type rating -

- (a) who is the holder of an ATPL with applicable military type experience may be endorsed with the applicable warbird type rating.
 - (b) who is the holder of an ATPL without applicable military type experience must undergo training as described in Document SA-CATS-FCL 61 for endorsement of the warbird type rating contemplated.
 - (c) who is the holder of all ATPL theoretical knowledge credits and has applicable military type experience may be endorsed with the applicable warbird type rating.
 - (d) who is the holder of all ATPL theoretical knowledge credits but who does not have applicable military type experience, must undergo training as described in Document SA-CATS-FCL 61 for endorsement of the warbird type rating contemplated.
- (5) Pilots operating in terms of Parts 91, 94, 96, 121, 127, 135 and 138, which require two or more pilots for the operation of the aircraft, must undergo a multi-crew cooperation training course detailed in Document SA-CATS-FCL 61.

Skills test

61.13.3 (1) An applicant for a type rating or multi-engine class rating must have demonstrated to a designated flight examiner the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres as described in Document SA-CATS-FCL 61.

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

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

(4) The skills test must have been completed within 90 days of completion of the theoretical knowledge requirement referred to in regulation 61.13.1.

Circumstances in which type or class ratings are required

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

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

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

Special authorisation for type or class ratings

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

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

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

61.13.6 (1) An application for a class, type or warbird rating must be made to the Commissioner in the appropriate form as described in Document SA-CATS-FCL 61.

(2) The application must be accompanied by -

(a) documentary evidence of satisfying the requirements of the relevant provisions of this Subpart; and

(b) the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with all the relevant requirements, the Commissioner must issue a class, type or warbird rating in the appropriate form as prescribed in Document SA-CATS-FCL 61.

(4) The designated flight examiner (DFE) or flight instructor must, on satisfactory completion of all the requirements for the issue of a class or type rating, endorse the log-book of the applicant entitling the applicant to exercise the privileges of the rating, as pilot-in-command or pilot instructor as the case may be. The DFE or flight instructor may place a restriction on the applicant to act as co-pilot or as third pilot as the case may be. The application form for a warbird, class or type rating shall be completed and submitted to the Commissioner by the applicant within 30 days of the skills test. The Commissioner reserves the right to withdraw the privilege of the rating should any irregularity with respect to the endorsement be found.

Type and class ratings - Privileges and variants

61.13.7 (1) Subject to the provisions of regulation 61.13.1, the privileges of the holder of a type or class rating are to act as a pilot on the type or class of aircraft specified in the rating.

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

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

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

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

Type and class ratings

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

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

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

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

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

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

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

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

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

(8) Warbird type aircraft are -

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

(9) The Commissioner must establish requirements for the issue of the following class ratings: -

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

Transfer of foreign class and type ratings

61.13.9(1) The Commissioner may, in terms of Article 33 of the Convention on International Civil Aviation, transfer to a South African licence a valid class or type rating contained in a licence issued by a Contracting State, provided that the requirements for the ratings that were issued or rendered valid are equal to or above the minimum standards of this Part.

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

SUBPART 14: NIGHT RATING

Requirements for a night rating

61.14.1(1) An applicant for a night rating must -

- (a) hold a valid pilot licence;
- (b) submit proof of having completed the training referred to in sub-regulation (2) below;

- (c) submit proof of having undergone the theoretical examination referred to in sub-regulation (3) below; and
 - (d) have successfully undergone the prescribed skills test, referred to in sub-regulation (4).
- (2) An applicant for a night rating must have completed under the auspices of an approved Part 141 aviation training organization:
- (a) 5 hours of theoretical knowledge instruction and have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 61;
 - (b) not less than 10 hours of instrument instruction, of which not more than 5 hours may be accumulated in an approved flight simulation training device (FSTD);
 - (c) in the case of a night rating on aeroplanes, not less than 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; or
 - (d) in the case of a night rating on helicopters, not less than 5 circuits with 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; and
 - (e) a dual cross-country flight by night consisting of at least -
 - (i) in the case of a night rating for aeroplanes a total distance of not less than 150 NM in the course of which full-stop landings at two different aerodromes away from base are made; or
 - (ii) in the case of a night rating for helicopters, a total distance of not less than 75 NM in the course of which landings at two different aerodromes away from base are made.

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

Application for a night rating

61.14.2 (1) An application for a night rating must be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL 61.

(2) The application must be accompanied by -

- (a) the skills test report as prescribed in Document SA-CATS-FCL 61;
- (b) proof that the applicant meet the requirements of regulation 61.14.1; and
- (c) the appropriate fee as prescribed in Part 187.

(3) If the applicant complies with the appropriate requirements, the Commissioner must issue a night rating in the appropriate form as prescribed in Document SA-CATS-FCL 61.

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

Theoretical knowledge examination for a night rating

61.14.3 The applicant for a night rating shall have completed a written examination at a Part 141 approved aviation training organisation on the theoretical knowledge requirements referred to in paragraph (a) of sub-regulation 61.14.1(2).

Skills test for a night rating

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

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

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

Privileges and limitations of a night rating

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

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

SUBPART 15: INSTRUMENT RATING

Requirements for an Instrument Rating

61.15.1 (1) An applicant for an instrument rating must -

- (a) hold a valid pilot licence issued in terms of Part 61;
- (b) hold a valid night rating, unless such rating is an integral part of the pilot licence;

- (c) hold a valid Class 1 medical certificate issued in terms of Part 67;
 - (d) have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 61 at an approved Part 141 aviation training organisation;
 - (e) have passed the theoretical knowledge examination referred to in regulation 61.15.3;
 - (f) have undergone the skills test referred to in regulation 61.15.4, in an aircraft appropriate to the rating; and
 - (g) hold a valid general certificate of proficiency in radiotelephony (aeronautical).
- (2) An applicant for an instrument rating must have completed at least 50 hours cross-country flight time as pilot-in-command of an aeroplane, helicopter, powered-lift aircraft or airship, of which at least 10 hours must have been in the category of aircraft for which the instrument rating is sought.
- (3) The applicant must have completed 40 hours instrument flight training under instruction of which 20 hours may be in an approved flight simulation training device (FSTD).
- (4) In the case of instrument rating for a multi-engine aircraft, at least 5 hours instrument flight training referred to in sub-regulation (3) shall be conducted on the type of aircraft to be used for the skills test and shall be additional to the initial multi-engine class rating training.
- (5) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant must have undergone, in addition to the requirements of regulations 61.15.2, at least another 5 hours of instrument flight instruction in the new category of aircraft prior to the skills test, provided that 3 of the 5 hours may be conducted in an approved FSTD.
- (6) An aircraft, used for the purpose of acquiring instrument flight time with an instructor or in a skills test, must be equipped for IFR flight and be fitted with fully functioning dual controls.

Application for an Instrument Rating

61.15.2 (1) An application for an instrument rating must be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL 61, and must be accompanied by the appropriate fee as prescribed in Part 187.

(2) If the applicant complies with all the prescribed requirements, the Commissioner must issue an instrument rating in the form prescribed in Document SA-CATS-FCL 61.

Theoretical Knowledge Examination for an Instrument Rating

61.15.3 (1) An applicant for an instrument rating must have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 61, provided that the holder

of a valid instrument rating applying for an instrument rating in a different category must not be required to write the examination again.

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

Skills test for an Instrument Rating

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

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

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

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

Privileges and Limitations of an Instrument Rating

61.15.5 (1) The holder of a valid instrument rating may -

(a) act, within the limitations of his or her pilot licence and particular instrument rating, as pilot of an aircraft in compliance with IFR and under IMC, by day or by night; and

(b) carry out approaches and landings under IMC with the aid of approved approach aids and procedures.

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

(3) The limitation in sub-regulation (2) may not apply to a holder who has been tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

Period of Validity of an Instrument Rating

61.15.6 An Instrument Rating issued is valid for a period of 12 months provided that maintenance of competency for the associated licence in terms of these Regulations is complied with.

Revalidation of an Instrument Rating

61.15.7 (1) An instrument rating shall be valid for a period of 12 months calculated from:

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

(2) To revalidate an instrument rating -

- (a) if the validation period has not lapsed or has lapsed for a period not exceeding 24 months, the applicant must pass a proficiency check with a designated flight examiner, as prescribed in Document SA-CATS-FCL 61, in an aircraft appropriate to the particular instrument rating being revalidated;
- (b) if the validity of the instrument rating has lapsed for more than 24 months the applicant must -
 - (i) re-write the Air Law and Procedures theoretical knowledge examinations as listed in Document SA CATS FCL 61;
 - (ii) acquire, in an aircraft appropriate to the particular instrument rating, or flight simulation training device (FSTD), at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and
 - (iii) within 90 days of having acquired the instrument time, pass a proficiency check with a designated flight examiner, as prescribed in Document SA CATS-FCL 61, in an aircraft or FSTD of the category appropriate to the particular instrument rating being revalidated.

(3) Where a pilot holds an instrument rating in more than one category of aircraft, revalidation must be alternated annually in respect of each category.

(4) Where a pilot holds an instrument rating in a particular category of aircraft for both single-engine and multi-engine aircraft, the revalidation of these ratings may be carried out alternately in a single-engine aircraft and a multi-engine aircraft of the particular category or in an approved flight simulation training device. However, in the case of a pilot not revalidating the single-pilot instrument rating every alternate year in a single-pilot aircraft, the single-pilot rating would become invalid.

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