



# Government Gazette Staatskoerant

REPUBLIC OF SOUTH AFRICA  
REPUBLIEK VAN SUID-AFRIKA

Vol. 435

Pretoria, 14 September 2001

**No. 22668**



**AIDS HELPLINE: 0800-0123-22 Prevention is the cure**

**CONTENTS**

No.		Page No.	Gazette No.
<b>GOVERNMENT NOTICES</b>			
<b>Transport, Department of</b>			
<i>Government Notices</i>			
877	Aviation Act (74/1962): Application for an aerodrome licence.....	3	22668
878	do.: do .....	4	22668
879	do.: Proposed amendment to the Civil Aviation Regulations, 1997 .....	5	22668
880	do.: do .....	18	22668

**INHOUD**

No.		Bladsy No.	Koerant No.
<b>GOEWERMENTSKENNISGEWINGS</b>			
<b>Vervoer, Departement van</b>			
<i>Goewermentskennisgewings</i>			
877	Lugvaartwet (74/1962): Aansoek om 'n vliegvelddisensie .....	3	22668
878	do.: do .....	4	22668
879	Aviation Act (74/1962): Proposed amendment to the Civil Aviation Regulations, 1997 .....	5	22668
880	do.: do .....	18	22668

## GOVERNMENT NOTICES GOEWERMENTSKENNISGEWINGS

### DEPARTMENT OF TRANSPORT DEPARTEMENT VAN VERVOER

No. 877

14 September 2001

### SOUTH AFRICAN CIVIL AVIATION AUTHORITY SUID-AFRIKAANSE BURGERLIKE LUGVAARTOWERHEID

#### APPLICATION FOR AN AERODROME LICENCE

1. An application for an aerodrome licence relating to Nelspruit Airport has been received from Nelspruit Airport Operating Company (Pty.) Ltd. in terms of regulation 139.02.10 of the Civil Aviation Regulations, 1997, issued in terms of section 22 (1) of the Aviation Act, 1962 (Act No. 74 of 1962).

2. In terms of the regulation 139.02.11 (1) of the said Regulations, the following particulars concerning the said application are herewith published for comment:

- (a) Full name of the applicant: Nelspruit Airport Operating Company (Pty.) Ltd.
- (b) Particulars of location of aerodrome coordinates: 253008,01 E0305442,54 adjacent to Nelspruit Airport.

3. Written representations against or in favour of the said application should reach the Commissioner for Civil Aviation, the South African Civil Aviation Authority, Private Bag X08, Waterkloof, 0145 (fax number: 012 346 5979 and e-mail address [mail@caa.co.za](mailto:mail@caa.co.za)) not later than 14 October 2001.

**TREVOR ABRAHAMS**  
Commissioner for Civil Aviation

No. 877

14 September 2001

#### AANSOEK OM 'N VliegvelDLisensie

1. 'n Aansoek vir 'n vliegvelDLisensie met betrekking tot Nelspruit Lughawe is ingevolge regulasie 139.02.10 van die Burgerlugvaartregulasies, 1997, uitgereik ingevolge artikel 22(1) van die Lugvaartwet, 1962 (Wet No. 74 van 1962), vanaf die Nelspruit Airport Operating Company (Pty.) Ltd. ontvang.

2. Ingevolge regulasie 139.02.11(1) van die betrokke Regulasies word die volgende besonderhede rakende die betrokke aansoek hiermee vir kommentaar gepubliseer:

- (a) Volle naam van die aansoekdoener: Nelspruit Airport Operating Company (Pty.) Ltd.
- (b) Besonderhede van die ligging van die vliegvelDKoördinate: :253008,01 O0305442,54 aangrensend tot Nelspruit Lughawe.

3. Skriftelike vertoë teen of ten gunste van die betrokke aansoek moet die Kommissaris van Burgerlugvaart, die Suid Afrikaanse Burgerlike Lugvaartowerheid, Privaatsak X08, Waterkloof 0145 (faks nommer: 012 346-5979 en e-pos adres: [mail@caa.co.za](mailto:mail@caa.co.za)) nie later as 14 Oktober 2001 bereik nie.

**TREVOR ABRAHAMS**  
Kommissaris van Burgerlugvaart

No. 878

14 September 2001

**APPLICATION FOR AN AERODROME LICENCE**

1. An application for an aerodrome licence relating to Gariep Dam Airport has been received from Peter John How Gariep Dam Aviation cc. in terms of regulation 139.02.10 of the Civil Aviation Regulations, 1997, issued in terms of section 22 (1) of the Aviation Act, 1962 (Act No. 74 of 1962).

2. In terms of the regulation 139.02.11 (1) of the said Regulations, the following particulars concerning the said application are published for comment:  
Herewith

(a) Full name of the applicant: Peter John How Gariep Dam Aviation cc.

(b) Particulars of location of aerodrome coordinates: S 30° 33' 43,89" E 025° 31' 47, 69"

3. Written representations against or in favour of the said application should reach the Commissioner for Civil Aviation, the South African Civil Aviation Authority, Private Bag X08, Waterkloof, 0145 (fax number: 012 346 5979 and e-mail address [mail@caa.co.za](mailto:mail@caa.co.za)) not later than 14 October 2001

**TREVOR ABRAHAMS**  
Commissioner for Civil Aviation

No. 878

14 September 2001

**AANSOEK OM 'N VliegvelDLISENSIE**

1. 'n Aansoek vir 'n vliegvelDLisensie met betrekking tot Gariep Dam Lughawe is ingevolge regulasie 139.02.10 van die Burgerlugvaartregulasies, 1997, uitgereik ingevolge artikel 22(1) van die Lugvaartwet, 1962 (Wet No. 74 van 1962), vanaf Peter John How Gariep Dam Aviation cc ontvang.

2. Ingevolge regulasie 139.02.11(1) van die betrokke Regulasies word die volgende besonderhede rakende die betrokke aansoek hiermee vir kommentaar gepubliseer:

(a) Volle naam van die aansoekdoener: Peter John How Gariep Dam Aviation cc.

(b) Besonderhede van die ligging van die vliegvelDKoördinate: : S 30° 33' 43, 89" O 025° 31' 47, 69"

3. Skriftelike verhoë teen of ten gunste van die betrokke aansoek moet die Kommissaris van Burgerlugvaart, die Suid Afrikaanse Burgerlike Lugvaartowerheid, Privaatsak X08, Waterkloof 0145 (faks nommer: 012 346-5979 en e-pos adres: [mail@caa.co.za](mailto:mail@caa.co.za)) nie later as 14 Oktober 2001 bereik nie.

**TREVOR ABRAHAMS**  
Kommissaris van Burgerlugvaart



## AVIATION ACT 1962

## PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM) hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedule(s). Any comments or representations on the proposed amendment(s) should be lodged in writing with the Chairperson of the Regulations Committee, for attention Messrs. Kim Gorringer or Herman Wildenboer, Private Bag X08, Waterkloof, 0145, fax (012) 346-5979 or e-mail at [gorringek@caa.co.za](mailto:gorringek@caa.co.za) or [wildenboerh@caa.co.za](mailto:wildenboerh@caa.co.za), before or on 14 October 2001.

## SCHEDULE 1

## 1. Proposal to amend regulation 1.00.1 of Part 1 of the Civil Aviation Regulations, 1997

## Proposer

Civil Aviation Authority  
Private Bag X08  
Waterkloof  
0145

## Explanation of Interest of the Proposer

The Proposer administers the Aviation Act, 1962 (Act No.74 of 1962) and regulations and technical standards issued in terms thereof

## 1.1 Proposed amendment of the definition of "valid" in regulation 1

It is proposed to substitute the following definition of "valid" for the current definition:

*"valid" when used in connection with a licence, rating, certificate, validation, authority, approval or similar document means –*

- (a) *that the expiry date on the document, if any, has not been exceeded;*
- (b) *that the document has been issued legally and properly to its holder, and has not been suspended or cancelled by the issuing authority; and*
- (c) *that all the requirements, prescribed by these Regulations in respect of the document, have been complied with."*

## 1.2 MOTIVATION

To broaden the meaning of the word "valid", as currently used in the Regulations.

## 1.3 CURRENT REGULATION

*"valid" when used in connection with a licence or rating issued, validated, revalidated or renewed under these Regulations, means that all the requirements applicable to such licence or rating, as prescribed by these Regulations, have been complied with."*

## SCHEDULE 2

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### Explanation of interest of the Proposer

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

### 2.1 PROPOSAL TO AMEND REGULATION 65.03.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997

**Proposed amendment of regulation 65.03.6  
(Application for validation of air traffic service assistant rating)**

"An application for the validation of an air traffic service assistant rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.03.5"

### 2.2 MOTIVATION

The licensing requirements for Air Traffic Service personnel include training to obtain ratings and validations of those ratings (experience). ICAO Annex 1 (Personnel Licensing) Chapter 4.4.2.2.2 requires that "The experience specified ... shall have been completed within the six month period immediately preceding application". This requirement was identified during the recent ICAO audit as being omitted from the Civil Aviation Regulations and it is proposed to include this requirement in Part 65.

### 2.3 CURRENT REGULATION

"Application for validation of air traffic service assistant rating

65.03.6 An application for the validation of an air traffic service assistant rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

**SCHEDULE 3****PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

**Explanation of interest of the Proposer**

The Proposer administers the Aviation Act, 1962 (Act No.74 of 1962) and regulations and technical standards issued in terms thereof

**3.1 PROPOSAL TO AMEND REGULATION 65.04.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposed amendment of regulation 65.04.6 (Application for the validation of air traffic service assistant (coordinator) rating**

"An application for the validation of an air traffic service assistant (coordinator) rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.04.5"

**3.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

**3.3 CURRENT REGULATION**

"Application for validation of air traffic service assistant (co-ordinator) rating

65.04.6 An application for the validation of an air traffic service assistant (co-ordinator) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

## **SCHEDULE 4**

### **PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### **Explanation of interest of the Proposer**

The Proposer administers the Aviation Act, 1962(Act No.74 of 1962) and regulations and technical standards issued in terms thereof

#### **4.1 PROPOSAL TO AMEND REGULATION 65.05.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposed amendment of regulation 65.05.6 (Application for validation of air traffic service assistant (clearance delivery) rating**

An application for the validation of an air traffic service assistant (clearance delivery) rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.05.5"

#### **4.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

#### **4.3 CURRENT REGULATION**

"Application for validation of air traffic service assistant (clearance delivery) rating

65.05.6. An application for the validation of an air traffic service assistant (clearance delivery) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) Accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187."



**SCHEDULE 5****PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

**Explanation of interest of the Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

**5.1 PROPOSAL TO AMEND REGULATION 65.06.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposal to amend regulation 65.06. (Application for validation of air service assistant (flight information service) rating)**

"An application for the validation of an air traffic service assistant (flight information service) shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.06.5"

**5.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

**5.3 CURRENT REGULATION**

"Application for validation of air traffic service assistant (flight information service) rating

65.06.6 An application for the validation of an air traffic service assistant (flight information service) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

## **SCHEDULE 6**

### **PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### **Explanation of interest of the Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

### **6.1 PROPOSAL TO AMEND REGULATION 65.07.6 OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposed amendment of regulation 65.07.6. (Application for validation of air traffic service assistant (aerodrome flight information service) rating**

"An application for the validation of an air traffic service assistant (aerodrome flight information service) rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.07.5"

### **6.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

### **6.3 CURRENT REGULATION**

"Application for validation of air traffic service assistant (aerodrome flight information service) rating

65.07.6 An application for the validation of an air traffic service assistant (aerodrome flight information service) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

## SCHEDULE 7

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### Explanation of interest of Proposer

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

### 7.1 PROPOSAL TO AMEND REGULATION 65.08.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997

**Proposed amendment of regulation 65.08.6 (Application for validation of aerodrome control rating)**

\*An application for the validation of an aerodrome control rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.08.5"

### 7.2 MOTIVATION

The motivation supplied in respect of Schedule 2 is also applicable here.

### 7.3 CURRENT REGULATION

\*Application for validation of aerodrome control rating

65.08.6 An application for the validation of an aerodrome control rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

**SCHEDULE 8****PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

**Explanation of interest of Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

**8.1 PROPOSAL TO AMEND REGULATION 65.09.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposed amendment of regulation 65.09.6 (Application for validation of approach control rating)**

"An application for the validation of an approach control rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.09.5"

**8.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 ii also applicable here.

**8.3 CURRENT REGULATION**

"Application for validation of approach control rating

65.09.6 An application for the validation of an approach control rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".



## SCHEDULE 9

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### **Explanation of interest of Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

### **9.1 PROPOSAL TO AMEND REGULATION 65.10.6 OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997**

#### **Proposed amendment of regulation 65.10.6 (Application for validation of area control rating.)**

"An application for the validation of an area control rating shall be

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.10.5"

### **9.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

### **9.3 CURRENT REGULATION**

"Application for validation of area control rating

65.10.6 An application for the validation of area control rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

**SCHEDULE 10****PROPOSER**

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

**Explanation of interest of Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962), and regulations and technical standards issued in terms thereof

**10.1 PROPOSAL TO AMEND REGULATION 65.11.6. OF THE CIVIL AVIATION REGULATIONS, 1997**

**Proposed amendment of regulation 65.11.6. (Application for validation of approach control (radar) rating)**

"An application for the validation of an approach control (radar) rating shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.11.5"

**10.2 MOTIVATION**

The motivation supplied in respect of Schedule 2 is also applicable here.

**10.3 CURRENT REGULATION**

"Application for validation of approach control (radar) rating

65.11.6 An application for the validation of an approach control (radar) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

## SCHEDULE 11

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### Explanation of interest of Proposer

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

#### 11.1 PROPOSAL TO AMEND REGULATION 65.12.6. OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997

**Proposed amendment of regulation 65.12.6(Application for validation of area control (radar rating)**

"An application for the validation of an area control (radar) shall be-

- (a) \_\_\_\_\_
- (b) \_\_\_\_\_
- (c) made within 6 months of completion of the validation training referred to in Regulation 65.12.5"

#### 11.2 MOTIVATION

The motivation supplied in respect of Schedule 2 is also applicable here.

#### 11.3 CURRENT REGULATION

"Application for validation of area control (radar) rating

65.12.6 An application for the validation of area control (radar) rating shall be -

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ATSPL; and
- (b) accompanied by -
  - (i) The appropriate certificate of competency as prescribed in Document SA-CATS-ATSPL, signed by a validation examiner;
  - (ii) A certified true copy of the air traffic service licence and rating held by the applicant; and
  - (iii) The appropriate fee as prescribed in Part 187".

## SCHEDULE 12

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### Explanation of interest of Proposer

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

## 12. PROPOSAL TO INSERT REGULATION 91.04.31 INTO PART 91 OF THE REGULATIONS

### 12.1 PROPOSED INSERTION OF REGULATION 91.04.31 (AIRBORNE COLLISION AVOIDANCE SYSTEM)

*"Airborne Collision Avoidance System*

No owner or operator shall operate:

- (a) a turbine-engined aeroplane of a maximum certificated mass in excess of 15 000 kg or with a maximum approved passenger seating configuration in excess of thirty (30) passengers engaged in commercial air transport operations, after 1 January 2003, or
- (b) a turbine-engined aeroplane of a maximum certified mass in excess of 5 700 kg or with a maximum approved passenger seating configuration in excess of nine (9) passengers engaged in commercial air transport operations, after 1 January 2005

unless such an aeroplane is equipped with an airborne collision avoidance system (ACAS II)".

### 12.2 MOTIVATION

- (a) The above amendment is in line with ICAO Annex 6, Part I, which reads

6.18 *Aeroplanes required to be equipped with airborne collision avoidance system (ACAS II)*

6.18.1 From 1 January 2003, all turbine-engined aeroplanes of a maximum certified mass in excess of 15 000 kg or authorized to carry more than 30 passengers shall be equipped with an airborne collision avoidance system (ACAS II).

6.18.2 From 1 January 2005, all turbine-engined aeroplanes of a maximum certified mass in excess of 5 700 kg or authorized to carry more than 9 passengers shall be equipped with an airborne collision avoidance system (ACAS II)

### **Public Safety**

ICAO requires the requirement for international operations. However, with the increase and congestion of traffic in the main areas of the Republic of South Africa, it is in the interest of public safety that as many as possible aeroplanes are equipped with an airborne collision avoidance system. This is also in line with European and USA requirements.

### 12.3 CURRENT REGULATION

No regulation exists.



## SCHEDULE 13

### PROPOSER

Civil Aviation Authority  
Private Bag X08  
WATERKLOOF  
0145

### EXPLANATION OF INTEREST OF THE PROPOSER

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof

### 13. PROPOSAL TO AMEND REGULATION 91.07.10 OF PART 91 OF THE CIVIL AVIATION REGULATIONS 1997

#### 13.1 Proposed amendment of regulation 91.07.10(VFR OPERATING MINIMUM)

"The owner or operator of an aircraft shall ensure that

- (a) \_\_\_\_\_
- (b) special VFR flights are not commenced when the visibility is less than the visibility prescribed in Regulation 91.06.22(d)."

#### 13.2 MOTIVATION

The visibility prescribed in Regulation 91.06.22(d) is "at least 1 500 m". The latter figure is confirmed in AIC 40.4. However, regulation 91.07.10 refers to a minimum of 3 km first and then refers to the 1 500-meter minimum. See paragraph 13.3 below.

#### 13.3 CURRENT REGULATION

"The owner or operator of an aircraft shall ensure that

- (a) \_\_\_\_\_
- (b) special VFR flights are not commenced when the visibility is less than 3 km and not otherwise conducted when the visibility is less than the visibility prescribed in Regulation 91.06.22(d)"

**AVIATION ACT 1962 (ACT NO 74 OF 1962)****PROPOSED AMENDMENTS TO THE CIVIL AVIATION REGULATIONS, 1997**

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulation's Committee (CARCOM) hereby publishes for comment the proposed amendment(s) to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendment(s) should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Kim Gorringer or Mr. Herman Wildenboer, Private Bag X08, Waterkloof, 0145, fax: (012) 346-5979, or e-mail at [goringek@caa.co.za](mailto:goringek@caa.co.za) or [wildenboerh@caa.co.za](mailto:wildenboerh@caa.co.za), before or on 21 November 2001.

**SCHEDULE****1.1 Proposal to substitute Part 61 of the CAR****Proposer:**

Civil Aviation Authority  
Private Bag X08  
Waterkloof  
0145

**Explanation of interest of the Proposer**

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and regulations and technical standards issued in terms thereof.

**2.1 Proposed new Part 61 of the CAR, 1997****PART 61****PERSONNEL : PILOT LICENSING****LIST OF REGULATIONS****SUBPART 2 : STUDENT PILOT LICENCE**

- 61.02.1 Requirements for student pilot licence
- 61.02.2 Training
- 61.02.3 Theoretical knowledge examination
- 61.02.4 Certificate of competency
- 61.02.5 Application for student pilot licence
- 61.02.6 Issuing of student pilot licence
- 61.02.7 Period of validity
- 61.02.8 Privileges and limitations of student pilot licence
- 61.02.9 Reissue

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

- 61.03.1 Requirements for private pilot licence (aeroplane)
- 61.03.2 Experience
- 61.03.3 Training
- 61.03.4 Theoretical knowledge examination
- 61.03.5 Skill test
- 61.03.6 Application for private pilot licence (aeroplane)
- 61.03.7 Issuing of private pilot licence (aeroplane)
- 61.03.8 Period of validity
- 61.03.9 Privileges of private pilot licence (aeroplane)
- 61.03.10 Ratings for special purposes
- 61.03.11 Maintenance of competency

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

- 61.04.1 Requirements for private pilot licence (helicopter)
- 61.04.2 Experience
- 61.04.3 Training
- 61.04.4 Theoretical knowledge examination
- 61.04.5 Skill test
- 61.04.6 Application for private pilot licence (helicopter)
- 61.04.7 Issuing of private pilot licence (helicopter)
- 61.04.8 Period of validity
- 61.04.9 Privileges of private pilot licence (helicopter)

- 61.04.10 Ratings for special purposes
- 61.04.11 Maintenance of competency

#### **SUBPART 5 : COMMERCIAL PILOT LICENCE (AEROPLANE)**

- 61.05.1 Requirements for commercial pilot licence (aeroplane)
- 61.05.2 Experience
- 61.05.3 Training
- 61.05.4 Theoretical knowledge examination
- 61.05.5 Skill test
- 61.05.6 Application for commercial pilot licence (aeroplane)
- 61.05.7 Issuing of commercial pilot licence (aeroplane)
- 61.05.8 Period of validity
- 61.05.9 Privileges of commercial pilot licence (aeroplane)
- 61.05.10 Ratings for special purposes
- 61.05.11 Maintenance of competency

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

- 61.06.1 Requirements for commercial pilot licence (helicopter)
- 61.06.2 Experience
- 61.06.3 Training
- 61.06.4 Theoretical knowledge examination
- 61.06.5 Skill test
- 61.06.6 Application for commercial pilot licence (helicopter)
- 61.06.7 Issuing of commercial pilot licence (helicopter)
- 61.06.8 Period of validity
- 61.06.9 Privileges of commercial pilot licence (helicopter)
- 61.06.10 Ratings for special purposes
- 61.06.11 Maintenance of competency

#### **SUBPART 7 : AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)**

- 61.07.1 Requirements for airline transport pilot licence (aeroplane)
- 61.07.2 Experience
- 61.07.3 Training
- 61.07.4 Theoretical knowledge examination
- 61.07.5 Skill test
- 61.07.6 Application for airline transport pilot licence (Aeroplane)
- 61.07.7 Issuing of airline transport pilot licence (Aeroplane)
- 61.07.8 Period of validity
- 61.07.9 Privileges of airline transport pilot licence (Aeroplane)
- 61.07.10 Ratings for special purposes
- 61.07.11 Maintenance of competency

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

- 61.08.1 Requirements for airline transport pilot licence (Helicopter)
- 61.08.2 Experience



61.08.3	Training
61.08.4	Theoretical knowledge examination
61.08.5	Skill test
61.08.6	Application for airline transport pilot licence (Helicopter)
61.08.7	Issuing of airline transport pilot licence (Helicopter)
61.08.8	Period of validity
61.08.9	Privileges of airline transport pilot licence (Helicopter)
61.08.10	Ratings for special purposes
61.08.11	Maintenance of competency

**SUBPART 2****STUDENT PILOT LICENCE****Requirements for student pilot licence**

- 61.02.1 An applicant for the issuing of a student pilot licence shall –
- (a) be not less than 16 years of age, except in the case of a hang-glider student, for which the minimum age is 14 years;
  - (b) hold a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67;
  - (c) hold at least a valid restricted certificate of proficiency (aeronautical) issued by SATRA or a certificate of competency referred to in regulation 61.02.4;
  - (d) have successfully completed the training referred to in regulation 61.02.2; and
  - (e) have passed the theoretical knowledge examination referred to in regulation 61.02.3.

**Training**

- 61.02.2 An applicant for the issuing of a student pilot licence shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Theoretical knowledge examination**

- 61.02.3 An applicant for the issuing of a student pilot licence shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL, within the 90 days immediately preceding the date of application.

**Certificate of competency in radiotelephony**

- 61.02.4 (1) A student pilot licence may be issued to an applicant who is not the holder of a certificate of proficiency (aeronautical) : Provided that he or she is the holder of a certificate of competency issued by the holder of a flight instructor rating, wherein it is certified that –
- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
  - (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights -
    - (i) within the circuit area of the aerodrome where the training flights originate and terminate;
    - (ii) within the associated general flying area of such aerodrome;
    - (iii) on cross-country flights; and

- (iv) outside controlled airspace, except for the control zone or aerodrome traffic zone of the aerodrome referred to in subparagraph (i).
- (2) The basic training and knowledge requirements to be met shall be based on the communication syllabus prescribed in TS 61.02.2
- (3) The certificate of competency referred to in sub-regulation (1) shall be valid for a period of 3 months calculated from the last day of the calendar month in which such certificate is issued.

#### **Application for student pilot licence**

61.02.5 An application for a student pilot licence shall be –

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) accompanied by -
  - (i) original or certified proof of -
    - (aa) the identity of the applicant; and
    - (bb) the age of the applicant;
  - (ii) a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67;
  - (iii) the valid restricted or higher grade radiotelephony operator's certificate or the certificate of competency referred to in regulation 61.02.4;
  - (iv) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.02.3;
  - (v) an application for the appropriate type or group type rating and class rating or the notification referred to in regulation 61.19.11, as the case may be;
  - (vi) two recent passport size photographs of the applicant; and
  - (vii) the appropriate fee prescribed in Part 187

#### **Issuing of student pilot licence**

- 61.02.6 (1) The Commissioner shall issue a student pilot licence if the applicant complies with the requirements referred to in regulation 61.02.1.
- (2) A student pilot licence shall be issued in the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Civil Aviation.
  - (3) Upon the issuing of a student pilot licence the holder thereof shall forthwith affix his or her signature in ink in the space on the licence provided for such purpose.

**Period of validity**

- 61.02.7 A student pilot licence shall be valid for the period for which the holder thereof is the holder of a valid medical certificate appropriate to the licence ultimately being trained for issued in terms of Part 67.

**Privileges and limitations of student pilot licence**

- 61.02.8 (1) The holder of a valid student pilot licence shall only be entitled to fly solo for the purpose of training for the applicable pilot licence –
- (a) in the make and model of aircraft in which he or she is undergoing training;
  - (b) after being authorised thereto and while under supervision, as prescribed in sub-regulation (2);
  - (c) without carrying any passengers;
  - (d) on a flight other than an international flight; and
  - (e) in VMC by day.
- (2) A student pilot shall not fly solo unless authority is granted for a flight, or for a sequence of flights, as prescribed in the relevant practical training course syllabus in Document SA-CATS-FCL, by the holder of a flight instructor rating who is to supervise the solo flight. The authority shall be in writing and be issued in his or her presence at the time when such flight or sequence of flights is about to commence.
- (3) (a) Except in an emergency, no student pilot shall land or take-off in an aeroplane from an area other than an aerodrome.
- (b) If a student pilot does execute an emergency landing in an aeroplane on an area other than an aerodrome, only the holder of a commercial or airline transport pilot licence, or another pilot approved for the purpose by the Commissioner, may fly the aeroplane from the area.

**Reissue**

- 61.02.9 (1) The holder of a student pilot licence that has expired due to the lapse of the period referred to in regulation 61.02.7, may apply to the Commissioner for the reissuing of such licence.
- (2) The Commissioner shall reissue a student pilot licence if the holder of the expired licence complies with the requirements referred to in regulation 61.02.1.
- (3) The provisions of regulation 61.02.5 shall apply *mutatis mutandis* to an application referred to in sub-regulation (1).

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

#### **Requirements for private pilot licence (aeroplane)**

61.03.1 An applicant for the issuing of a private pilot licence (aeroplane) shall –

- (a) be not less than 17 years of age;
- (b) hold a valid Class 2 or higher class medical certificate issued in terms of Part 67;
- (c) hold at least a valid restricted certificate of proficiency (aeronautical);
- (d) hold a student pilot licence;
- (e) have acquired the experience referred to in regulation 61.03.2;
- (f) have successfully completed the training referred to in regulation 61.03.3;
- (g) have passed the theoretical knowledge examination referred to in regulation 61.03.4;  
and
- (h) have undergone the skill test referred to in regulation 61.03.5.

#### **Experience**

61.03.2 An applicant for the issuing of a private pilot licence (aeroplane) shall have completed not less than 45 hours flight time as a pilot of an aeroplane, of which –

- (a) at least 15 hours shall be accumulated in solo flight, of which at least five hours shall be cross-country flight time;
- (b) the solo cross-country flight time referred to above shall include one cross-country flight of at least 150 NM (270 km), of which the radius shall not exceed 100 NM (180 km) from base along any sector of the flight, and which flight shall include full-stop landings at two aerodromes away from base; and
- (c) not more than five hours may have been accumulated in a simulator approved for the purpose by the Commissioner.

#### **Training**

61.03.3 An applicant for the issuing of a private pilot licence (aeroplane) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

#### **Theoretical knowledge examination**

61.03.4 An applicant for the issuing of a private pilot licence (aeroplane) shall have passed the appropriate written examination as prescribed in Document SA CATS-FCL.

#### **Skill test**

61.03.5 (1) An applicant for the issuing of a private pilot licence (aeroplane) shall have demonstrated to the holder of a Grade I or a Grade II aeroplane flight instructor rating, the ability to perform as pilot-in-command of an aeroplane the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence (aeroplane).

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within six months of passing the theoretical knowledge examination referred to in regulation 61.03.4 and within the 90 days immediately preceding the date of application.

#### **Application for private pilot licence (aeroplane)**

61.03.6 An application for the issuing of a private pilot licence (aeroplane) shall—

- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) be accompanied by -
  - (i) a valid Class 2 or higher class medical certificate issued in terms of Part 67;
  - (ii) the original or a certified true copy of the student pilot licence held by the applicant;
  - (iii) the original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.03.4;
  - (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
  - (v) the appropriate fee as prescribed in Part 187.

#### **Issuing of private pilot licence (aeroplane)**

- 61.03.7 (1) The Commissioner shall issue a private pilot licence (aeroplane) if the applicant complies with the requirements referred to in regulation 61.03.1.
- (2) A private pilot licence (aeroplane) shall be issued in the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

#### **Period of validity**

- 61.03.8 A private pilot licence (aeroplane) shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless he or she -
- (a) holds a valid Class 2 or higher class medical certificate issued in terms of Part 67;
  - (b) complies with the provisions of regulation 61.03.11; and
  - (c) holds an appropriate valid class and type or group type rating.

#### **Privileges of private pilot licence (aeroplane)**

- 61.03.9 (1) The holder of a valid private pilot licence (aeroplane) shall be entitled to act, but not for remuneration, as pilot-in-command or co-pilot of any aeroplane engaged in a non-revenue flight, for which he or she is type-rated.
- (2) The holder shall be entitled furthermore to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.03.10(1), if the holder holds the appropriate valid rating.



**Rating for special purposes**

61.03.10 (1) The ratings for special purposes associated with a private pilot licence (aeroplane) are –

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

(2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 20, 39, 40, 41, 42, 43, 44 or 48, as the case may be.

**Maintenance of competency**

61.03.11 (1) The holder of a private pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting passengers by day, unless such pilot has, within the 90 days immediately preceding the flight, executed either by day or by night not less than three take-offs and three landings in a simulator, approved for the purpose by the Commissioner, or in an aeroplane of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine aeroplane, the requirement shall be deemed to have been met in respect of single-engine aeroplanes as well.

(2) The holder of a private licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting passengers by night, unless such pilot has –

- (a) undergone one hour of instrument instruction during the preceding six months, or is the holder of a valid instrument rating; and
- (b) within the 90 days immediately preceding the flight have executed not less than three take-offs and three landings by night in an aeroplane of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine aeroplane, the requirement shall be deemed to have been met in respect of single-engine aeroplanes as well; and furthermore provided that if the holder complies with the provisions of this sub-regulation (b), said holder shall be exempted from the provision of sub-regulation (1).

(3) The holder of a private pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane on an instrument approach to an aerodrome in IMC unless such pilot is the holder of a valid instrument rating and has, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established by the Commissioner or an appropriate authority –

- (a) executed at least two approaches in an aeroplane either under actual or simulated conditions with reference to flight instruments only; or



- (b) executed at least one approach in an aeroplane under actual or simulated conditions with reference to flight instruments only; and one approach in a simulator approved for the purpose of practising instrument approach procedure; or
- (c) undergone the skill test referred to in regulation 61.20.5.

**SUBPART 4****PRIVATE PILOT LICENCE (HELICOPTER)****Requirements for private pilot licence (helicopter)**

- 61.04.1 An applicant for the issuing of a private pilot licence (helicopter) shall –
- (a) be not less than 17 years of age;
  - (b) hold a valid Class 2 or higher class medical certificate issued in terms of Part 67;
  - (c) hold at least a valid restricted certificate of proficiency (aeronautical);
  - (d) hold a valid student pilot licence;
  - (e) have acquired the experience referred to in regulation 61.04.2;
  - (f) have successfully completed the training referred to in regulation 61.04.3;
  - (g) have passed the theoretical knowledge examination referred to in regulation 61.04.4; and
  - (h) have undergone the skill test referred to in regulation 61.04.5.

**Experience**

- 61.04.2 An applicant for the issuing of a private pilot licence (helicopter) shall have completed not less than 50 hours flight time as a pilot of a helicopter of which –
- (a) at least 15 hours shall be accumulated in solo flight, of which five hours shall be cross country flight time;
  - (b) the solo cross-country flight time referred to in sub-regulation (a) shall include one cross-country flight of at least 100 NM (180 km), of which the radius shall not exceed 75 NM (135 km) from base along any sector of the flight, and which flight shall include full-stop landings at two destinations (aerodromes or heliports) away from base; and
  - (c) not more than five hours may have been accumulated in a simulator, approved for the purpose by the Commissioner.

**Training**

- 61.04.3 An applicant for the issuing of a private pilot licence (helicopter) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Theoretical knowledge examination**

- 61.04.4 An applicant for the issuing of a private pilot licence (helicopter) shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL.

**Skill test**

- 61.04.5 (1) An applicant for the issuing of a private pilot licence (helicopter) shall have demonstrated to the holder of a Grade I or a Grade II helicopter flight instructor rating, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence (helicopter).

- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within six months of passing the theoretical knowledge examination referred to in regulation 61.04.4 and within the 90 days immediately preceding the date of application.

#### **Application for private pilot licence (helicopter)**

61.04.6 An application for the issuing of a private pilot licence (helicopter) shall be –

- (a) made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) accompanied by –
  - (i) a valid Class 2 or higher class medical certificate issued in terms of Part 67;
  - (ii) a certified copy of the student pilot licence held by the applicant;
  - (iii) the original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.04.4;
  - (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
  - (v) the appropriate fee as prescribed in Part 187.

#### **Issuing of private pilot licence (helicopter)**

- 61.04.7 (1) The Commissioner shall issue a private pilot licence (helicopter) if the applicant complies with the requirements referred to in regulation 61.04.1.
- (2) A private pilot licence (helicopter) shall be issued on the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

#### **Period of validity**

- 61.04.8 A private pilot licence (helicopter) shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless he or she –
- (a) holds a valid Class 2 or higher class medical certificate issued in terms of Part 67;
  - (b) complies with the provisions of regulation 61.04.11; and
  - (c) holds an appropriate valid class and type rating.

#### **Privileges of private pilot licence (helicopter)**

- 61.04.9 (1) The holder of a valid private pilot licence (helicopter) shall be entitled to act, but not for remuneration, as pilot-in-command or co-pilot of any helicopter engaged in non-revenue flights, for which he or she is type rated.
- (2) The holder shall be entitled furthermore to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.04.10(1), if the holder holds the appropriate valid rating.

**Rating for special purposes**

61.04.10 (1) The ratings for special purposes associated with a private pilot licence (helicopter) are –

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

- (2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 20, 39, 40, 41, 42, 44, 45, 46, 47 or 48, as the case may be.

**Maintenance of competency**

61.04.11 (1) The holder of a private pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by day, unless such pilot has, within the 90 days immediately preceding the flight, executed either by day or by night not less than three circuits, including the take-off and landing, in a simulator or in a helicopter of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of single-engine helicopters as well.

- (2) The holder of a private pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by night, unless such pilot has –

- (a) undergone one hour of instrument instruction during the preceding six months; and
- (b) within the 90 days immediately preceding the flight have executed not less than three circuits, including the take-off and landing, by night in a helicopter of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of single-engine helicopters as well; and furthermore provided that if the holder complies with the provisions of this sub-regulation (b), such holder shall be exempted from the provisions of sub-regulation (1).

- (3) The holder of a private pilot licence (helicopter) shall not act as pilot-in-command of a helicopter on an instrument approach to an aerodrome or heliport in IMC unless such pilot is the holder of a valid instrument rating and has, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established by the Commissioner or by an appropriate authority –

- (a) executed at least two approaches in a helicopter with reference to flight instruments only; or

- (b) executed at least one approach in a helicopter under actual or simulated conditions with reference to flight instruments only, and one approach in a simulator approved for the purpose of practising instrument approach procedures; or
- (c) undergone the skill test referred to in regulation 61.20.5.

## **SUBPART 5**

### **COMMERCIAL PILOT LICENCE (AEROPLANE)**

#### **Requirements for commercial pilot licence (aeroplane)**

61.05.1 An applicant for the issuing of a commercial pilot licence (aeroplane) shall –

- (a) be not less than 18 years of age;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general certificate of proficiency (aeronautical);
- (d) hold a valid South African private pilot licence (aeroplane) or a valid South African validation of a foreign private pilot licence (aeroplane);
- (e) have acquired the experience referred to in regulation 61.05.2;
- (f) have successfully completed the training referred to in regulation 61.05.3;
- (g) have passed the theoretical knowledge examination referred to in regulation 61.05.4;
- (h) have undergone the skill test referred to in regulation 61.05.5; and
- (i) hold a valid night rating.

#### **Experience**

61.05.2 (1) An applicant for the issuing of a commercial pilot licence (aeroplane) shall have completed not less than –

- (a) 200 hours of flight time, which may include 10 hours of flight instruction time in a simulator; or
- (b) 150 hours of flight time if he or she has successfully completed the integrated training referred to in regulation 61.01.21:

(2) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (1), shall include –

- (a) 100 hours as pilot-in-command;
- (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 550 km, in the course of which not less than two full-stop landings at different aerodromes shall have been made;
- (c) 10 hours of night flying as pilot-in-command, including not less than 10 take-offs and 10 landings by night, and a flight of at least three legs, each of a minimum length of 90 km; and
- (d) 10 hours of instrument instruction time, of which not more than 5 hours may have been acquired in a simulator.



**Training**

- 61.05.3 An applicant for the issuing of a commercial pilot licence (aeroplane) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Theoretical knowledge examination**

- 61.05.4 An applicant for the issuing of a commercial pilot licence (aeroplane) shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL.

**Skill test**

- 61.05.5 (1) An applicant for the issuing of a commercial pilot licence (aeroplane) shall have demonstrated to a designated examiner, the ability to perform as pilot-in-command of an aeroplane the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence (aeroplane).
- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 24 months of passing the theoretical knowledge examination referred to in regulation 61.05.4 and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be undertaken in an aeroplane with variable pitch propellers, adjustable flaps and retractable undercarriage, unless special permission is obtained from the Commissioner for the use of an aeroplane not so equipped.

**Application for commercial pilot licence (aeroplane)**

- 61.05.6 An application for the issuing of a commercial pilot licence (aeroplane) shall –
- (a) be made to the Commissioner on form CA61-05; and
- (b) be accompanied by –
- (i) a valid Class 1 medical certificate issued in terms of Part 67;
  - (ii) a certified true copy of the private pilot licence (aeroplane) held by the applicant, or certified proof that the applicant has completed the integrated training referred to in regulation 61.01.21;
  - (iii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.05.4;
  - (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
  - (v) the appropriate fee as prescribed in Part 187.

**Issuing of commercial pilot licence (aeroplane)**

- 61.05.7 (1) The Commissioner shall issue a commercial pilot licence (aeroplane) if the applicant complies with the requirements referred to in regulation 61.05.1.

- (2) A commercial pilot licence (aeroplane) shall be issued on the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

**Period of validity**

- 61.05.8 A commercial pilot licence (aeroplane) shall be valid for an indefinite period: Provided that the holder shall not exercise the privileges of the licence unless he or she-
- (a) holds a valid Class I medical certificate issued in terms of Part 67;
  - (b) complies with the provisions of regulation 61.05.11; and
  - (c) holds an appropriate valid class and type rating.

**Privileges of commercial pilot licence (aeroplane)**

- 61.05.9 (1) The holder of a valid commercial pilot licence (aeroplane) shall, in the type of aeroplane for which he or she is rated, be entitled to -
- (a) exercise all the privileges of a private pilot licence (aeroplane);
  - (b) act as pilot-in-command in any aeroplane operations other than commercial air transport operations;
  - (c) act as pilot-in-command in commercial air transport operations in any aeroplane certified for single-pilot operations;
  - (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 this sub-regulation by night.
- (2) The holder of the licence shall be entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.10(1), if the holder holds the appropriate valid rating.

**Rating for special purposes**

- 61.05.10 (1) The ratings for special purposes associated with a commercial pilot licence (aeroplane) are -
- (a) an instrument rating;
  - (b) a Category A flight instructor rating;
  - (c) a flight test rating;
  - (d) a tug pilot rating; and
  - (e) an agricultural pilot rating.
- (2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 20, 21, 22, 23, 24, 40, 41, 42, 43 or 48, as the case may be.



**Maintenance of competency**

- 61.05.11 (1) The holder of a commercial pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting by day, unless such pilot has, within the 90 days immediately preceding the flight, executed either by day or by night not less than three take-offs and landings in a simulator or in an aeroplane of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine aeroplane, the requirement shall be deemed to have been met in respect of a single-engine aeroplane as well.
- (2) The holder of a commercial pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting passengers by night, unless such pilot has, within the 90 days immediately preceding the flight, executed not less than three take-offs and landings by night in a simulator or in an aeroplane of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine aeroplane, the requirement shall be deemed to have been met in respect of a single-engine aeroplane as well.
- (3) holder of a commercial pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane on an instrument approach to an aerodrome in IMC unless such pilot is the holder of a valid instrument rating and has, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established by the Commissioner or by an appropriate authority –
- (a) executed at least two approaches in an aeroplane with reference to flight instruments only; or
  - (b) executed at least one approach in an aeroplane under actual or simulated conditions with reference to flight instruments only, and one approach in a simulator approved for the purpose of practising instrument approach procedure; or
  - (c) undergone the skill test referred to in regulation 61.20.5.

**SUBPART 6****COMMERCIAL PILOT LICENCE (HELICOPTER)****Requirements for commercial pilot licence (helicopter)**

- 61.06.1 An applicant for the issuing of a commercial pilot licence (helicopter) shall –
- (a) be not less than 18 years of age;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general certificate of competency (aeronautical);
  - (d) hold a valid South African private pilot licence (helicopter) or a valid South African validation of a recognised foreign licence, unless the applicant has completed the integrated training referred to regulation 61.01.22;
  - (e) have acquired the experience referred to in regulation 61.06.2;
  - (f) have successfully completed the training referred to in regulation 61.06.3;
  - (g) have passed the theoretical knowledge examination referred to in regulation 61.06.4;
- and

- (h) have undergone the skill test referred to in regulation 61.06.5.

### **Experience**

- 61.06.2 (1) An applicant for the issuing of a commercial pilot licence (helicopter) shall have completed not less than –
- (a) 200 hours of flight time, which may include 10 hours of flight instruction time in a simulator; or
  - (b) 150 hours of flight time if he or she has successfully completed the integrated training referred to in regulation 61.01.22.
- (2) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (1), shall include –
- (a) 100 hours as pilot-in-command;
  - (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 550 km, in the course of which not less than two full-stop landings at different aerodromes shall have been made;

### **Training**

- 61.06.3 An applicant for the issuing of a commercial pilot licence (helicopter) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

### **Theoretical knowledge examination**

- 61.06.4 An applicant for the issuing of a commercial pilot licence (helicopter) shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL.

### **Skill test**

- 61.06.5 (1) An applicant for the issuing of a commercial pilot licence (helicopter) shall have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence (helicopter).
- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 24 months of passing the theoretical knowledge examination referred to in regulation 61.06.4 and within the 90 days immediately preceding the date of application.

### **Application for commercial pilot licence (helicopter)**

- 61.06.6 An application for the issuing of a commercial pilot licence (helicopter) shall –
- (a) be made to the Commissioner on form CA 61- ; and
  - (b) be accompanied by -

- (i) a valid Class 1 medical certificate issued in terms of Part 67;
- (ii) a certified true copy of the South African private pilot licence (helicopter) or a South African validation of a foreign pilot licence held by the applicant, or certified proof that the applicant has completed the integrated training referred to in regulation 61.01.22;
- (iii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.06.4;
- (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
- (v) the appropriate fee as prescribed in Part 187.

#### **Issuing of commercial pilot licence (helicopter)**

- 61.06.7 (1) The Commissioner shall issue a commercial pilot licence (helicopter) if the applicant complies with the requirements referred to in regulation 61.06.1.
- (2) A commercial pilot licence (helicopter) shall be issued on the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

#### **Period of validity**

- 61.06.8 A commercial pilot licence (helicopter) shall be valid for an indefinite period: Provided that the holder shall not exercise the privileges of the licence unless he or she—
- (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
  - (b) complies with the provisions of regulation 61.06.11; and
  - (c) holds an appropriate valid class and type rating.

#### **Privileges of commercial pilot licence (helicopter)**

- 61.06.9 (1) The holder of a valid commercial pilot licence (helicopter) shall be entitled to —
- (a) exercise all the privileges of a private pilot licence (helicopter);
  - (b) act as pilot-in-command in any helicopter operation other than a commercial air transport operation;
  - (c) act as pilot-in-command in commercial air transport operations in any helicopter certified for single-pilot operations;
  - (d) act as co-pilot in commercial air transport operations in any helicopter required to be operated with a co-pilot; and
  - (e) act as a safety pilot.
- (2) The holder of the licence shall be entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.06.10(1), if the holder holds the appropriate valid rating.

**Rating for special purposes**

61.06.10 (1) The ratings for special purposes associated with a commercial pilot licence (helicopter) are –

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

(2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 20, 25, 26, 27, 28, 39, 40, 41, 42, 45, 46, 47 or 48, as the case may be.

**Maintenance of competency**

61.06.11 (1) The holder of a commercial pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by day, unless such pilot has, within the 90 days immediately preceding the flight, either by day or by night, executed not less than three circuits, including take-off and landing, in a simulator or in a helicopter of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of single-engine helicopters as well.

(2) The holder of a commercial pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by night, unless such pilot holds a night rating and has, within the 90 days immediately preceding the flight, executed not less than 3 circuits, including take-off and landing, by night in a simulator or in a helicopter of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of single-engine helicopters as well.

(3) The holder of a commercial pilot licence (helicopter) shall not act as pilot-in-command of a helicopter on an instrument approach to an aerodrome in IMC unless such pilot holds a valid instrument rating and has, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established by the Commissioner or by an appropriate authority –

- (a) executed at least two approaches in a helicopter with reference to flight instruments only; or
- (b) executed at least one approach in a helicopter under actual or simulated conditions with reference to flight instruments only, and one approach in a simulator approved for the purpose of practising instrument approach procedures; or
- (c) undergone the skill test referred to in regulation 61.20.5.



## **SUBPART 7**

### **AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)**

#### **Requirements for airline transport pilot licence (aeroplane)**

61.07.1 An applicant for the issuing of an airline transport pilot licence (aeroplane) shall-

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general certificate of competency (aeronautical);
- (d) hold a valid South African commercial pilot licence (aeroplane) or a valid South African validation of a recognised foreign licence, unless the applicant has completed the integrated training referred to in regulation 61.01.22;
- (e) have acquired the experience referred to in regulation 61.07.2;
- (f) have successfully completed the training referred to in regulation 61.07.3;
- (g) have passed the theoretical knowledge examination referred to in regulation 61.07.4;
- (h) have undergone the skill test referred to in regulation 61.07.5; and
- (i) hold a valid instrument rating.

#### **Experience**

61.07.2 An applicant for the issuing of an airline transport pilot licence (aeroplane) shall have completed in aeroplanes not less than 1 500 hours of flight time, of which -

- (a) 250 hours shall be as pilot-in-command, or not less than 100 hours as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;
- (b) 200 hours shall be cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;
- (c) 75 hours shall be instrument time, of which not more than 30 hours may be acquired in a simulator;
- (d) 100 hours shall be night flight time as pilot-in-command or as co-pilot; and
- (e) not more than 100 hours may be acquired in a simulator, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

#### **Training**

61.07.3 An applicant for the issuing of an airline transport pilot licence (aeroplane) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

#### **Theoretical knowledge examination**

61.07.4 An applicant for the issuing of an airline transport pilot licence (aeroplane) shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL.

**Skill test**

- 61.07.5 (1) An applicant for the issuing of an airline transport pilot licence (aeroplane) shall have demonstrated to a designated examiner, the ability to perform as pilot-in-command of an aeroplane the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence (aeroplane).
- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.07.4 and within the 90 days immediately preceding the date of application.
- (3) The skill test shall be conducted in a multi-engine aeroplane with variable pitch propellers or turbine engines, adjustable flaps and retractable undercarriage.

**Application for airline transport pilot licence (aeroplane)**

- 61.07.6 An application for the issuing of an airline transport pilot licence (aeroplane) shall –
- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
- (b) be accompanied by –
- (i) a valid Class 1 medical certificate issued in terms of Part 67;
  - (ii) a certified true copy of the South African commercial pilot licence (aeroplane) or of the South African validation of a foreign commercial pilot licence (aeroplane) held by the applicant;
  - (iii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.07.4;
  - (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
  - (v) the appropriate fee as prescribed in Part 187.

**Issuing of airline transport pilot licence (aeroplane)**

- 61.07.7 (1) The Commissioner shall issue an airline transport pilot licence (aeroplane) if the applicant complies with the requirements referred to in regulation 61.07.1.
- (2) An airline transport pilot licence (aeroplane) shall be issued on the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

**Period of validity**

- 61.07.8 An airline transport pilot licence (aeroplane) shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless he or she –
- (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
  - (b) complies with the provisions of regulation 61.07.11;
  - (c) holds an appropriate class and type rating; and

- (d) holds a valid instrument rating.

**Privileges of airline transport pilot licence (aeroplane)**

61.07.9 (1) The holder of a valid airline transport pilot licence (aeroplane) shall be entitled to –

- (a) exercise all the privileges of a commercial pilot licence (aeroplane); and
- (b) act as pilot-in-command of an aeroplane in air transport operations.

- (2) The holder of the licence shall be entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.07.10(1), if the holder holds the appropriate valid rating.

**Rating for special purposes**

61.07.10 (1) The ratings for special purposes associated with an airline transport pilot licence (aeroplane) are –

- (a) an aeroplane flight instructor rating;
- (b) a flight test rating;
- (c) a tug pilot rating; and
- (d) an agricultural pilot rating.

- (2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 21, 22, 23, 24, 40, 41, 42, 43 or 48, as the case may be.

**Maintenance of competency**

61.07.11 (1) The holder of an airline transport pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight, either by day or by night, executed not less than three take-offs and three landings in a simulator or in an aeroplane of the same class as that in which such passenger flight is to be undertaken.

- (2) The holder of an airline transport pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight, executed not less than three take-offs and three landings by night in a simulator or in an aeroplane of the same class as that in which such passenger flight is to be undertaken: Provided that where this requirement is satisfied in a multi-engine aeroplane, the requirement shall be deemed to have been met in respect of a single-engine aeroplane as well.

- (3) The holder of an airline transport pilot licence (aeroplane) shall not act as pilot-in-command of an aeroplane on an instrument approach to an aerodrome in IMC unless such pilot is the holder of a valid instrument rating and, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established by the Commissioner or by an appropriate authority –



- (a) executed at least two approaches in an aeroplane with reference to flight instruments only;
- (b) executed at least one approach in an aeroplane under actual or simulated conditions with reference to flight instruments only, and one approach in a simulator approved for the purpose of practising instrument approach procedure; or
- (c) undergone the skill test referred to in regulation 61.20.5.

**SUBPART 8****AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)****Requirements for airline transport pilot licence (helicopter)**

61.08.1 An applicant for the issuing of an airline transport pilot licence (helicopter) shall-

- (a) be not less than 21 years of age;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general certificate of competence (aeronautical);
- (d) hold a valid South African commercial pilot licence (helicopter) or a valid South African validation of a foreign commercial pilot licence (helicopter);
- (e) have acquired the experience referred to in regulation 61.08.2;
- (f) have successfully completed the training referred to in regulation 61.08.3;
- (g) have passed the theoretical knowledge examination referred to in regulation 61.08.4;
- (h) have undergone the skill test referred to in regulation 61.08.5; and
- (i) hold a valid night rating.

**Experience**

61.08.2 An applicant for the issuing of an airline transport pilot licence (helicopter) shall have completed in helicopters not less than 1 000 hours of flight time, of which -

- (a) 250 hours shall be as pilot-in-command, or not less than 100 hours as pilot-in-command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;
- (b) 200 hours shall be cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;
- (c) 30 hours shall be instrument time, of which not more than 10 hours may have been acquired in a simulator;
- (d) 50 hours shall be night flight time as pilot-in-command or as co-pilot; and
- (e) not more than 100 hours may be acquired in a simulator, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

**Training**

61.08.3 An applicant for the issuing of an airline transport pilot licence (helicopter) shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL.

**Theoretical knowledge examination**

- 61.08.4 An applicant for issuing of an airline transport pilot licence (helicopter) shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL.

**Skill test**

- 61.08.5 (1) An applicant for the issuing of an airline transport pilot licence (helicopter) shall have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document SA-CATS-FCL, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence (helicopter).
- (2) The applicant shall undergo the skill test referred to in sub-regulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.08.4 and within the 90 days immediately preceding the date of application.

**Application for airline transport pilot licence (helicopter)**

- 61.08.6 An application for the issuing of an airline transport pilot licence (helicopter) shall -
- (a) be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-FCL; and
  - (b) be accompanied by -
    - (i) a valid Class 1 medical certificate issued in terms of Part 67;
    - (ii) a certified true copy of the South African commercial pilot licence (helicopter) or of the South African validation of a foreign commercial pilot licence held by the applicant;
    - (iii) original or certified proof that the applicant has passed the theoretical knowledge examination referred to in regulation 61.08.4;
    - (iv) the skill test report as prescribed in Document SA-CATS-FCL; and
    - (v) the appropriate fee as prescribed in Part 187.

**Issuing of airline transport pilot licence (helicopter)**

- 61.08.7 (1) The Commissioner shall issue an airline transport pilot licence (helicopter) if the applicant complies with the requirements referred to in regulation 61.08.1.
- (2) An airline transport pilot licence (helicopter) shall be issued on the appropriate format, as prescribed in Chapter 5 of Annex I to the Convention on International Aviation.

**Period of validity**

- 61.08.8 An airline transport pilot licence (helicopter) shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless he or she -

- (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
- (b) complies with the provisions of regulation 61.08.11; and
- (c) holds an appropriate class and type rating.

#### **Privileges of airline transport pilot licence (helicopter)**

61.08.9 (1) The holder of a valid airline transport pilot licence (helicopter) shall be entitled to -

- (a) exercise all the privileges of a commercial pilot licence (helicopter); and
  - (b) act as pilot-in-command of a helicopter in air transport operations.
- (2) The holder of the licence shall be entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.08.10(1), if the holder holds the appropriate valid rating.

#### **Rating for special purposes**

61.08.10 (1) The ratings for special purposes associated with an airline transport pilot licence (helicopter) are -

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

- (2) An application for any rating referred to in sub-regulation (1) shall be made in accordance with the regulations in Subpart 20, 25, 26, 27, 28, 40, 41, 42, 45, 46, 47 or 48, as the case may be.

#### **Maintenance of competency**

61.08.11 (1) The holder of an airline transport pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by day, unless such pilot has, within the 90 days immediately preceding the flight, either by day or by night, executed not less than three circuits, including take-off and landing, in a simulator, or in a helicopter of the same class as that in which such passenger flight is to be undertaken.

- (2) The holder of an airline transport pilot licence (helicopter) shall not act as pilot-in-command of a helicopter transporting passengers by night, unless such pilot has, within the 90 days immediately preceding the flight, executed not less than three circuits, including take-off and landing, by night in a simulator, or in a helicopter of the same class as that in which such passenger flight is to be undertaken: Provided that when this requirement is satisfied in a multi-engine helicopter, the requirement shall be deemed to have been met in respect of a single-engine helicopter as well.
- (3) The holder of an airline transport pilot licence (helicopter) shall not act as pilot-in-command of a helicopter on an instrument approach to an aerodrome in IMC unless he

or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such approach, by means of an instrument approach procedure or procedures, established the Commissioner or by an appropriate authority -

- (a) executed at least two approaches in a helicopter with reference to flight instruments only; or
- (b) executed at least one approach in a helicopter under actual or simulated conditions with reference to flight instruments only, and one approach in a simulator approved for the purpose of practising instrument approach procedure; or
- (c) undergone the skill test referred to in regulation 61.20.5.

## 2.2 Motivation

Due to practical difficulties in the implementation of Part 61 the said Part has never been put into operation.

The Workgroup responsible for reviewing Personnel Licencing requirements has concluded its deliberations in respect of certain Subparts of the proposed new Part 61, namely Subparts 2 – 8 which is herewith published for comment.

Technical Standards. The Technical Standards, relevant to the aforementioned draft regulations are currently available for comment. Due to the length of these documents, the Commissioner has decided that it will be impractical to publish the proposed standards in an AIC. However, the complete documents, either in printed or electronic format, are available to those interested parties, on request, from the offices of the CAA. Those wishing to be supplied with a copy of the document/s are requested to complete the attached form and submit said form to the addressee specified on the form.

## 2.3 Current Regulation

Presently Chapters 1, 2 and 3 of the Air Navigation Regulations, 1976 regulates licensing issues. The said Chapters are contained in Volume 1 of Beek : Aviation Legislation in South Africa.

The proposed document SA-CATS-FCL 61 relating to technical standards 61.02.2 through to 61.08.5 will be available on the CAA website.



## REQUEST FORM

Please return to:

Project Manager: Regulations,  
SA-CAA  
Private Bag X08  
0145 WATERKLOOF

or fax to (012) 426-0160, or email to [beekc@caa.co.za](mailto:beekc@caa.co.za).

Please forward me the following proposed Technical Standards (please tick of the desired ones):

Tick here for the desired format: ☐ electronic format (stiffy)  
☐ printed format

☐ All the Technical Standards listed below.

Only those ticked off:

- |                          |                 |   |
|--------------------------|-----------------|---|
| <input type="checkbox"/> | TS 61.02.2      | Training for SPL                          |
| <input type="checkbox"/> | TS 61.02.3      | Theoretical Knowledge Examination: SPL    |
| <input type="checkbox"/> | TS 61.02.5      | Application for SPL                       |
| <input type="checkbox"/> | TS 61.02.5 Form | Form CA61.02                              |
| <input type="checkbox"/> | TS 61.02.8      | Practical Training Course: SPL            |
| <input type="checkbox"/> | TS 61.03.3      | Training for PPL(A)                       |
| <input type="checkbox"/> | TS 61.03.4      | Theoretical Knowledge Examination: PPL(A) |
| <input type="checkbox"/> | TS 61.03.5      | Skill test: PPL(A)                        |
| <input type="checkbox"/> | TS 61.03.6      | Application for PPL(A)                    |
| <input type="checkbox"/> | TS 61.03.6 Form | Form CA61.03                              |
| <input type="checkbox"/> | TS 61.04.3      | Training for PPL(H)                       |
| <input type="checkbox"/> | TS 61.04.4      | Theoretical Knowledge Examination: PPL(H) |
| <input type="checkbox"/> | TS 61.04.5      | Skill test: PPL(H)                        |
| <input type="checkbox"/> | TS 61.04.6      | Application for PPL(H)                    |
| <input type="checkbox"/> | TS 61.04.6 Form | Form CA61.04                              |
| <input type="checkbox"/> | TS 61.05.3      | Training for CPL(A)                       |
| <input type="checkbox"/> | TS 61.05.4      | Theoretical Knowledge Examination: CPL(A) |
| <input type="checkbox"/> | TS 61.05.5      | Skill test: CPL(A)                        |
| <input type="checkbox"/> | TS 61.05.6      | Application for CPL(A)                    |
| <input type="checkbox"/> | TS 61.05.6 Form | Form CA61.05                              |
| <input type="checkbox"/> | TS 61.06.3      | Training for CPL(H)                       |
| <input type="checkbox"/> | TS 61.06.4      | Theoretical Knowledge Examination: CPL(H) |
| <input type="checkbox"/> | TS 61.06.5      | Skill test: CPL(H)                        |
| <input type="checkbox"/> | TS 61.06.6      | Application for CPL(H)                    |
| <input type="checkbox"/> | TS 61.06.6 Form | Form CA61.06                              |

- ☐ TS 61.07.3 Training for ATPL(A)
- ☐ TS 61.07.4 Theoretical Knowledge Examination: ATPL(A)
- ☐ TS 61.07.5 Skill test: ATPL(A)
- ☐ TS 61.07.6 Application for ATPL(A)
- ☐ TS 61.07.6 Form Form CA61.07
- ☐ TS 61.08.3 Training for ATPL(H)
- ☐ TS 61.08.4 Theoretical Knowledge Examination: ATPL(H)
- ☐ TS 61.08.5 Skill test: ATPL(H)
- ☐ TS 61.08.6 Application for ATPL(H)
- ☐ TS 61.08.6 Form Form CA61.08

Forwarding address:

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Postal address: \_\_\_\_\_

Code: \_\_\_\_\_

Contact number: (\_\_\_\_) \_\_\_\_\_

Printed by and obtainable from the Government Printer, Bosman Street, Private Bag X85, Pretoria, 0001

Publications: Tel: (012) 334-4508, 334-4509, 334-4510

Advertisements: Tel: (012) 334-4673, 334-4674, 334-4504

Subscriptions: Tel: (012) 334-4735, 334-4736, 334-4737

Cape Town Branch: Tel: (021) 465-7531

Gedruk deur en verkrygbaar by die Staatsdrukker, Bosmanstraat, Privaatsak X85, Pretoria, 0001

Publikasies: Tel: (012) 334-4508, 334-4509, 334-4510

Advertensies: Tel: (012) 334-4673, 334-4674, 334-4504

Subskripsies: Tel: (012) 334-4735, 334-4736, 334-4737

Kaapstad-tak: Tel: (021) 465-7531