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GENERAL NOTICE

NOTICE 295 OF 2009

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 schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Jabulane Mashinini or Mr. Herman Wildenboer, Private Bag 73 Halfway House, 1685, fax: (011) 545-1201, or e-mail at mashininij@caa.co.za or wildenboerh@caa.co.za, before or on 05 April 2009.

PROPOSAL FOR THE AMENDMENT OF PART 61 OF THE CIVIL AVIATION REGULATIONS, 1997

SCHEDULE 1

A. PROPOSER

SACAA
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B. PROPOSER'S INTEREST

The proposer has been established in terms of the South African Civil Aviation Act, 1998, (Act No. 40 of 1998), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

1. PROPOSAL TO AMEND REGULATION 61.01.2 OF THE REGULATIONS

1.1. It is hereby proposed to amend Regulation 61.01.2 of the Regulations by the deletion of sub-regulation (3).

1.2. Current Regulation

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

(a) Flight Operations Officer/Flight Dispatcher Licence.

1.3. Motivation

The amendment is necessary as the Flight Operations/Flight Dispatcher Licence will be dealt with in a separate Part of the Regulations.

2. PROPOSAL TO AMEND REGULATION 61.01.5 OF THE REGULATIONS

2.1. It is hereby proposed to amend Regulation 61.01.5 of the Regulations by –

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

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

(b) The revalidation check for an instrument rating, with due consideration of sub-regulation 61.15.7(3) shall revalidate the pilot licence of the holder of an instrument rating endorsement in the same category of aircraft for a period of 12 months.”;

(b) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) In the case of a private pilot, a skills test for a night rating or initial instrument flying rating conducted after the first revalidation check of the holder of a private pilot license will revalidate the maintenance of competency in the same category of aircraft.”;

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

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

(b) The test shall be conducted in an aircraft or in an approved flight simulation training device (FSTD) of the aircraft category for which the revalidation is sought.”;

(d) the substitution in sub-regulation (6) for the words preceding paragraph (a) of the following words:

“(6) The person who conducted the skills test shall endorse the pilot’s logbook and sign it accordingly. The following rules shall apply –“;

(e) the substitution in sub-regulation (6) for paragraph (a) of the following paragraph:

“(a) The original application and skills test forms shall be submitted within 30 days of the skills test or revalidation check for the purposes of verification and record keeping by the Commissioner. Under exceptional circumstances where the application and skills test forms are received after the 30 day period, a written motivation by the applicant is required before consideration by the Commissioner. “;

- (e) the substitution in sub-regulation (6) for paragraph (g) of the following paragraph:

“(g) The navigation element of the skills test for the issuing of a private pilot licence or a commercial pilot licence may be conducted as a separate flight within a maximum period of 14 days without a Notice of Discontinuance being issued.”;

- (g) the addition in sub-regulation (6) after paragraph (g) of the following paragraph:

“(h) In order to provide for exceptional circumstances, an extension of up to a maximum of 30 days from the date of expiry of competency of any licence or rating may be granted upon submission of a written application to the Commissioner.”;

- (h) the substitution in sub-regulation (9) for paragraphs (b) and (c) of the following paragraphs:

“(b) In the case of an unsuccessful skills test or revalidation check, the pilot must undergo remedial training with a flight instructor, other than the person who conducted such skills test or revalidation check, before submitting him or herself for a recheck. No recheck may be conducted within 72 hours of an unsuccessful skills test.

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

2.2. Current Regulation

(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.

(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.

- (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.

(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).".

2.3. Motivation

- (a) It is necessary to replace the word 'corrective' with a more appropriate word and to replace the expression "“proficiency check” with the correct expression in paragraph (b) and to correct a reference in paragraph (c).
- (b) It is not appropriate to enter negative outcome (a fail) in a personal document such as the logbook. However, an endorsement is a necessity.

3. PROPOSAL TO AMEND REGULATION 61.01.6 OF THE REGULATIONS

3.1. It is hereby proposed to amend Regulation 61.01.6 of the Regulations by the addition after sub-regulation (6) of the following sub-regulation:

“(7)(a) The period of validity of a medical certificate shall be calculated from the last day of the calendar month in which it was issued.

(b) To cater for exceptional circumstances an applicant may apply in writing for a thirty day extension on a medical certificate prior to the expiry date of the certificate.”.

3.2. Current Regulation

None.

3.3. Motivation

To cater for a thirty day extension of the medical certificate and other requirements.

4. PROPOSAL TO AMEND REGULATION 61.01.9 OF THE REGULATIONS

4.1. It is hereby proposed to amend Regulation 61.01.9 of the Regulations by –

(a) the substitution for sub-regulation (10) of the following sub-regulation:

“(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 –

- (a) valid helicopter pilot licence, where, in any such case, he or she must have acquired fifty percent of the required flight time in aeroplanes and the remaining fifty percent may have been acquired in helicopters in the ratio of 2 helicopter hours equals 1 aeroplane hour; or
- (b) valid National Pilot Licence endorsed with the category Light Sport Aeroplane, may be credited with hours towards such licenses in the ratio of 1 Light Sport Aeroplane hour equals 1 aeroplane hour up to a maximum of 100 hours towards such licenses; or
- (c) valid National Pilot Licence in the category Conventionally Controlled Microlight Aeroplane, he or she may be credited with hours towards such licenses in the ratio of 2 Conventionally Controlled Microlight Aeroplane hours equals 1 aeroplane hour up to a maximum of 100 hours towards such licenses.”;

(b) the substitution for sub-regulation (19) of the following sub-regulation:

“(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 or towards a higher grade of licence.”;

(c) the addition after sub-regulation (28) of the following sub-regulation:

“(29) (a) A commercial pilot, whilst acting as in-flight relief pilot (third pilot) and occupying a seat on the flight deck of an aircraft with a

maximum certificated mass of 116 600 kg or more and who is the holder of the appropriate type rating for that aircraft, may utilise 50 percent of the recorded flight time by day or night towards the total time for the requirement of 1500 hours for the issue of an Airline Transport Pilot Licence.

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

(c) This flight time may be entered in the co-pilot column of the logbook provided the words, "Third Pilot" shall be entered in the "Remarks" column of the pilot's logbook."

4.2. Current Regulation

(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 percent of the required flight time in aeroplanes and the remaining fifty percent may have been acquired in helicopters in the ratio of 2 helicopter hours equals 1 aeroplane hour.

(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.

4.3. Motivation

(a) The amendment of sub-regulation (10) is necessary to provide for the crediting of Recreational Pilot Licence in the categories Light Sport Aeroplane and Conventionally Controlled Microlight Aeroplane hours obtained towards higher licences such as CPL and ATPL.

(b) The amendment to sub-regulation (19) is necessary so as to allow for the crediting of flight time towards an Airline Transport Pilot Licence for type rated commercial pilots acting as third pilots as well as commercial pilots with previous navigator or flight engineer experience.

(c) The additions are necessary to provide in certain circumstances for the crediting of flight time for commercial pilots in order to be issued with an airline transport pilot licence This provision relates to the older of a commercial pilot licence acting as a-flight relief pilot (third pilot) and occupying a seat on the flight deck of an aircraft with a maximum

certificated mass of 116 600 kg or more and who is the holder of the appropriate type rating for that aircraft.

5. PROPOSAL TO AMEND REGULATION 61.01.10 OF THE REGULATIONS

5.1. It is hereby proposed to amend Regulation 61.01.10 of the Regulations by –

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

“(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 or a Private 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 examination;
- (iv) a valid South African Commercial Pilot Licence for entry to the Airline Transport Pilot Licence examination;
- (v) a valid South African Air Force pilot qualification; or
- (vi) a pilot licence issued by a Contracting State;”.

5.2. Current Regulation

(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;

5.3. Motivation

It was found necessary to restrict the entry for the Airline Transport Pilot Licence examination to the holder of a Commercial Pilot Licence due to the inadequacy of the ATPL examination. The present provision is reserved to the student trained through an integrated course.

6. PROPOSAL TO AMEND REGULATION 61.01.14 OF THE REGULATIONS

6.1. It is hereby proposed to amend Regulation 61.01.14 of the Regulations by –

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

“(2) (a) Notwithstanding the provisions of sub-regulation (1), the licence or rating presented for conversion or validation shall be valid in terms of medical and revalidation requirements.

(b) The licence or rating shall only be validated or converted once the minimum experience requirements for the issue of the applicable South African licence or rating have been met.”;
- (b) the substitution for sub-regulation (3) of the following sub-regulation:

“(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 bridging training to the extent determined by the Commissioner in individual cases and thereafter further assessment of competence to ensure compatibility with the relevant South African licensing standards.”;
- (c) the deletion in sub-regulation (5) of paragraph (e);
- (d) the substitution in sub-regulation (5) for paragraph (f) of the following paragraph:

“(f)(i) 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.

(ii) The privilege of the validation may only be exercised if the holder has a valid medical certificate and complies with the recency and revalidation requirements of Subpart 61.03 or 61.04 as applicable.

- (iii) 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.”;
- (e) the substitution for sub-regulation (9) of the following sub-regulation:
- “(9) Except when issued for the purpose, referred to in sub-regulation (7) and paragraphs (e) and (f) of sub-regulation (8), and except by written permission of the Commissioner for the purposes of route training, the privileges of a validated foreign licence may not be exercised for commercial air transport operations.”;
- (f) the substitution for sub-regulation (22) of the following sub-regulation:
- “(22) Except when issued for the purpose referred to in sub-regulation (7), a Certificate of Validation for commercial purposes may only be reissued once, at the discretion of the 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.”;
- (g) the substitution for sub-regulation (24) of the following sub-regulation:
- “(24) The holder of a current South African validation issued in terms of the Air Navigation Regulations of 1976, or the holder of a pilot licence and rating issued by an appropriate authority of a Contracting State may apply for the conversion of his or her licence, without having to 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 an uninterrupted period of 3 years or more immediately preceding 1 January 2008; and
- (b) the holder has acquired not less than 750 hours flight time in the three years referred to in paragraph (a) above.”;
- (h) the substitution in sub-regulation (26) for the words preceding paragraph (a) of the following words:
- “Notwithstanding sub-regulations 61.1.14 (24) and (25), an applicant applying for the conversion of their foreign pilot licence must attach to their application the following documentation.”;
- (i) the substitution in sub-regulation (26) for paragraphs (c) and (d) of the following paragraphs:
- “(c) their 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) their licence; and”;
- (j) the substitution for sub-regulation (27) of the following sub-regulation:

“(27) All new applicants for the conversion of a licence shall be required to pass the South African Civil Aviation Authority theoretical examination at the appropriate level as prescribed below.”;
- (k) the substitution in sub-regulation (29) for the words preceding paragraph (a) of the following words:

“(29) The applicant for the conversion of a licence shall be required to undergo a skills test which in the case of a PPL (VFR) may be conducted by the holder of a minimum of a Grade II flight instructor rating who has been designated for the purpose by the CFI of the Part 141 approved aviation training organisation, and in all other cases must be conducted by a Designated Flight Examiner as shown below.”;
- (l) the deletion of sub-regulations (31) and (32).

6.2. Current Regulation

(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.
- (5) (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.

(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.

(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.

(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.

(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:

(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:

(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.

6.3. Motivation

(a) The amendment to sub-regulation (2) is necessary so as to change the requirements for the conversion or validation of a foreign licence.

(b) The amendment to sub-regulation (3) is necessary to correct grammatical errors.

(c) The amendment to sub-regulation (5) is necessary as the re-validation requirements contained in Subpart 13 is not applicable anymore. Also reference to the Air Navigation Regulations, 1976, which has been repealed by the Thirty-Third Amendment of the Civil Aviation Regulations, 1997, promulgated on 30 June 2008, has been deleted while the revalidation requirements of the particular licence as well as the licence requirements of Subpart 13 relating to class and type ratings have also been deleted.

7. PROPOSAL TO AMEND REGULATION 61.01.17 OF THE REGULATIONS

7.1. It is hereby proposed to amend Regulation 61.01.17 of the Regulations by the substitution for sub-regulation (1) of the following sub-regulation:

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

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

7.2. Current Regulation

(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.

7.3. Motivation

The amendment of sub-regulation (1) is necessary to provide more clarity as to when the currency fee is payable while in paragraph (b) the consequences of non-payment are set out.

8. PROPOSAL TO AMEND REGULATION 61.01.19 OF THE REGULATIONS

8.1. It is hereby proposed to amend Regulation 61.01.19 of the Regulations by –

(a) the substitution for sub-regulation (1) of the following sub-regulation:

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

(b) the substitution in sub-regulation (3) for the words preceding paragraph (a) of the following words:

“(3) The flight examiner conducting a skills test or revalidation check shall stamp, sign and date the applicable form and initial and date all consequent pages before forwarding to the South African Civil Aviation Authority for processing and record keeping. Where instructors are required to complete a form they shall follow the above procedure. The stamp shall include the following details –“;

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

“(c) Designation applicable to the flight instructor or examiner, such as Grade I, II Instructor or DFE I (A), (H), DFE II (A), (H) or DFE III (A), (H) as the case may be.”.

(d) the addition after sub-regulation (3) of the following sub-regulation:

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

8.2. Current Regulation

(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.

(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 –

(c) Designation applicable to the flight instructor or examiner, such as Grade II Instructor or DFE I (A), as the case may be.

8.3. Motivation

(a) It is necessary to make provision for ratings and to provide for the endorsements of revalidations.

(b) To refer to the flight examiner only and to expand on his or her functions in the completion of the applicable form.

(c) To list the various categories of flight instructors and examiners

(d) to state the consequences of incorrect information provided.

9. PROPOSAL TO AMEND REGULATION 61.02.5 OF THE REGULATIONS

9.1. It is hereby proposed to amend Regulation 61.02.5 of the Regulations by the substitution in sub-regulation (2) for the words preceding paragraph (a) of the following words:

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

9.2. Current Regulation

(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 –.

9.3. Motivation

The use of the word “the ” prior to the word integrated is incorrect.

10. PROPOSAL TO AMEND REGULATION 61.03.1 OF THE REGULATIONS

10.1. It is hereby proposed to amend Regulation 61.03.1 of the Regulations by –

(a) the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:

“(g) have passed the skills test referred to in regulation 61.04.4.”;

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

“(4) Notwithstanding the provisions in sub-regulation (2) above, the experience required for the holder of a pilots licence issued in terms of Part 62, may be substituted by the experience obtained to the maximum specified in sub-regulation 61.01.9(9).”.

10.2. Current Regulation

(g) have undergone the skills test referred to in regulation 61.04.4.

(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).

10.3. Motivation

(a) To effect a grammatical and reference change.

(b) To make the references to the relevant licences more generic.

11. PROPOSAL TO AMEND REGULATION 61.03.4 OF THE REGULATIONS

11.1. It is hereby proposed to amend Regulation 61.03.4 of the Regulations by –

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

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

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

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

11.2. Current Regulation

(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.

11.3. Motivation

(a) The use of the word “Applicant” is the proper word in this context.

(b) To bring the re requirements in line with ICAO standards.

12. PROPOSAL TO AMEND REGULATION 61.03.7 OF THE REGULATIONS

12.1. It is hereby proposed to amend Regulation 61.03.7 of the Regulations by –

- (a) the substitution in paragraph (a) of sub-regulation (2) for sub-paragraph (i) of the following sub-paragraph:
 - “(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and”;
- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:
 - “(i) rewrite and pass the Air Law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and”;
- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:
 - “(c) in the case of a holder of a Private Pilot Licence (Aeroplane) 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 and pass the Air Law examination;
 - (ii) rewrite and pass the meteorology examination;
 - (iii) rewrite and pass the navigation examination;
 - (iv) rewrite and pass the aircraft performance and planning examination;
 - (v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and.
 - (vi) pass an initial licence skills test in the same category of aircraft.
- (d) the substitution for sub-regulation (3) of the following sub-regulation:
 - “(3) (a) 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Private Pilot Licence (Aeroplane), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67.”.

12.2. Current Regulation

(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 Pilot Licence (Aeroplane) 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 a Private Pilot Licence (Aeroplane) 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.

(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.

12.3. Motivation

- (a) It is necessary to bring regulation 61.03.7 inline with ICAO requirements.
- (b) The present regulation is impractical and does not raise the standards nor enhance safety.

13. PROPOSAL TO AMEND REGULATION 61.04.1 OF THE REGULATIONS

13.1. It is hereby proposed to amend Regulation 61.04.1 of the Regulations by the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:

“(g) have passed the skills test referred to in regulation 61.04.4.”.

13.2. Current Regulation

(g) have undergone the skills test referred to in regulation 61.04.4.

13.3. Motivation

To effect a grammatical change.

14. PROPOSAL TO AMEND REGULATION 61.04.4 OF THE REGULATIONS

14.1. It is hereby proposed to amend Regulation 61.04.4 of the Regulations by the substitution for sub-regulation (3) of the following sub-regulation:

“(3) The holder of a current 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.”.

14.2. Current Regulation

(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.

14.3. Motivation

The use of the word “Applicant” is the proper word in this context.

15. PROPOSAL TO AMEND REGULATION 61.04.5 OF THE REGULATIONS

15.1. It is hereby proposed to amend Regulation 61.04.5 of the Regulations by –

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

“(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;”;

(b) the substitution for sub-regulation (3) of the following sub-regulation:

“(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 or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.”.

15.2. Current Regulation

(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.

15.3. Motivation

(a) In regulation 61.04.5(2) unnecessary words have been deleted.

(b) In regulation 161.04.5(3) it is necessary to insert the word “or” after the word “fog”.

16. PROPOSAL TO AMEND REGULATION 61.04.7 OF THE REGULATIONS

16.1. It is hereby proposed to amend Regulation 61.04.7 of the Regulations by –

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

“(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and”;

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:

“(i) rewrite and pass the Air Law examination;

(ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and”;

- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

“(c) in the case of a holder of a Private Pilot Licence (Helicopter) 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 and pass the Air Law examination;

(ii) rewrite and pass the meteorology examination;

(iii) rewrite and pass the navigation examination;

(iv) rewrite and pass the aircraft performance and planning examination;

(v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and.

(vi) pass an initial licence skills test in the same category of aircraft.”;

- (d) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) (a) 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Private Pilot Licence (Helicopter), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67.”.

16.2. Current Regulation

(1) The holder of 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 (Helicopter) 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 (Helicopter) 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 a Private Pilot Licence (Helicopter) 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.

(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.

16.3. Motivation

- (a) It is necessary to bring regulation 61.04.7 inline with ICAO requirements.
- (b) The present regulation is impractical and does not raise the standards nor enhance safety.

17. PROPOSAL TO AMEND REGULATION 61.05.1 OF THE REGULATIONS

17.1. It is hereby proposed to amend Regulation 61.05.1 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraph (d) of the following paragraph:

“(d) produce evidence of holding or having held, within the previous 60 months, the following –

 - (i) a South African Private Pilot Licence (Aeroplane); or
 - (ii) a pilot licence (aeroplane) issued by a Contracting State; or
 - (iii) a South African Air Force pilot qualification (aeroplane); or
 - (iv) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority;
- (b) the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:

“(g) have passed the skills test referred to in regulation 61.05.4; and”.

17.2. Current Regulation

- (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;
- (g) have undergone the skills test referred to in regulation 61.05.4; and.

17.3. Motivation

- (a) In regulation 61.05.1(d) unnecessary words have been deleted.
- (b) To effect a grammatical change in regulation 61.05.1(1)(g).

18. PROPOSAL TO AMEND REGULATION 61.05.4 OF THE REGULATIONS

- 18.1.** It is hereby proposed to amend Regulation 61.05.4 of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

“(4) The holder of a current Commercial Pilots Licence (Aeroplane) shall fly a minimum of 3 hours as pilot-in-command, or pilot-in-command under supervision (PICUS) or 6 hours as co-pilot in the 6 months preceding a revalidation check.”.

18.2. Current Regulation

(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.

18.3. Motivation

The use of the word “Applicant” is the proper word in regulation 61.05.4(4) and to effect a grammatical change.

19. PROPOSAL TO AMEND REGULATION 61.05.5 OF THE REGULATIONS

19.1. It is hereby proposed to amend Regulation 61.05.5 of the Regulations by –

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

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

(b) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) To provide for special visual flight rules, the holder of a Commercial Pilot Licence (Aeroplane) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.”;

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

“(d) act as co-pilot in commercial air transport operations in any aeroplane required by certification to be operated with a minimum of 2 pilots;”.

19.2. Current Regulation

(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.

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

19.3. Motivation

(a) In regulation 61.05.5(2) the words “and by night” words are inserted and to effect certain grammatical changes.

(b) It is necessary to insert certain words at the beginning of the regulation 61.05.5(3) , to delete the words “in compliance with IFR” and to effect grammatical changes.

(c) Regulation 61.05.5 (d) has been amended to bring it into line with ICAO requirements.

20. PROPOSAL TO AMEND REGULATION 61.05.7 OF THE REGULATIONS

20.1. It is hereby proposed to amend Regulation 61.05.7 of the Regulations by –

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

“(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and”;

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:

“(i) rewrite and pass the Air Law examination;

(ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and”;

- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

“(c) in the case of a holder of a Commercial Pilot Licence (Aeroplane) 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 and pass the Air Law examination;

(ii) rewrite and pass the meteorology examination;

(iii) rewrite and pass the navigation examination;

(iv) rewrite and pass the aircraft performance and planning examination;

(v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and.

(vi) pass an initial licence skills test in the same category of aircraft.

- (d) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) (a) 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 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Commercial Pilot Licence (Aeroplane), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67."

20.2. Current Regulation

(1) The holder of 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 (Aeroplane) 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 (Aeroplane) 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 a Commercial Pilot Licence (Aeroplane) 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.

(3) 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 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.

20.3. Motivation

- (a) It is necessary to bring regulation 61.05.7 inline with ICAO requirements.
- (b) The present regulation is impractical and does not raise the standards nor enhance safety.

21. PROPOSAL TO AMEND REGULATION 61.06.1 OF THE REGULATIONS

21.1. It is hereby proposed to amend Regulation 61.06.1 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraph (d) of the following paragraph:

“(d) produce evidence of holding or having held, within the previous 60 months, the following –

 - (i) a South African Private Pilot Licence (Helicopter); or
 - (ii) a pilot licence (helicopter) issued by a Contracting State; or
 - (iii) a South African Air Force pilot qualification (helicopter); or
 - (iv) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and”;
- (b) the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:

- “(g) have passed the skills test referred to in sub-regulation 61.06.4.”;
- (c) the substitution in sub-regulation (2) for paragraph (a) of the following paragraph:
- “(a) 200 hours of flight time, which may include 20 hours of flight instruction time in a helicopter flight simulation training device (FSTD), approved by the Commissioner for the purpose; or”.

21.2. Current Regulation

- (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
- (g) have undergone the skills test referred to in sub-regulation 61.06.4.
- (2)(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.

21.3. Motivation

- (a) In regulation 61.06.1(d) unnecessary words have been deleted.
- (b) To effect a grammatical change in regulation 61.06.1(1)(g)
- (c) The number of hours has been amended in regulation 61.06.1(2)(a) to bring in line with ICAO requirements.

22. PROPOSAL TO AMEND REGULATION 61.06.4 OF THE REGULATIONS

- 22.1.** It is hereby proposed to amend Regulation 61.06.4 of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

“(4) The holder of a current Commercial Pilots Licence (Helicopter) shall fly a minimum of 3 hours as pilot-in-command, or pilot-in-command under supervision (PICUS) or 6 hours as co-pilot in the 6 months preceding a revalidation check.”.

22.2. Current Regulation

(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.

22.3. Motivation

In this regulation unnecessary words have been deleted and a grammatical change is effected.

23. PROPOSAL TO AMEND REGULATION 61.06.5 OF THE REGULATIONS

23.1. It is hereby proposed to amend Regulation 61.06.5 of the Regulations by –

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

“(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.

(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 or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.”.

23.2. Current Regulation

(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.

23.3. Motivation

In sub-regulation (2) unnecessary words have been deleted and the word “or” is inserted after the word “fog” in sub-regulation (3).

24. PROPOSAL TO AMEND REGULATION 61.06.7 OF THE REGULATIONS

24.1. It is hereby proposed to amend Regulation 61.06.7 of the Regulations by –

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

“(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a

Commercial Pilot Licence (Helicopter) , and meet the recency requirements to act as pilot in command; and”;

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraph (i) of the following sub-paragraph:

- “(i) rewrite and pass the Air Law examination;”;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Commercial Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and”;

- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

“(c) in the case of a holder of a Commercial Pilot Licence (Helicopter) 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 and pass the Air Law examination;
- (ii) rewrite and pass the meteorology examination;
- (iii) rewrite and pass the navigation examination;
- (iv) rewrite and pass the aircraft performance and planning examination;
- (v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of a Commercial Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and.
- (vi) pass an initial licence skills test in the same category of aircraft.

- (d) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) (a) 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 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Commercial Pilot Licence (Helicopter), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67.”.

24.2. Current Regulation

(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 (Helicopter) 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 (Helicopter) 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 a Commercial Pilot Licence (Helicopter) 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.

(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 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.

24.3. Motivation

- (a) It is necessary to bring regulation 61.06.7 inline with ICAO requirements.
- (b) The present regulation is impractical and does not raise the standards nor enhance safety.

25. PROPOSAL TO AMEND REGULATION 61.07.1 OF THE REGULATIONS

25.1. It is hereby proposed to amend Regulation 61.07.1 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraph (c) of the following paragraph:
 - “(c) produce evidence of holding or having held, within the previous 60 months, the following –
 - (i) a South African Private or Commercial Pilot Licence (Aeroplane); or
 - (ii) a pilot licence (aeroplane) issued by a Contracting State; or
 - (iii) a South African Air Force pilot qualification (aeroplane); or
 - (iv) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
 - (v) a valid instrument rating;”;
- (b) the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:
 - “(g) have passed the skills test referred to in regulation 61.07.4;”;

- (c) the deletion of sub-regulation (3).

25.2. Current Regulation

(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;
- (g) have undergone the skills test referred to in regulation 61.07.4;

(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.

25.3. Motivation

- (a) In sub-regulation (1) (c) unnecessary words have been removed
- (b) In sub-regulation (1) g) a grammatical change has been effected.
- (c) Sub-regulation (3) has been deleted.

26. PROPOSAL TO SUBSTITUTE REGULATION 61.07.3 OF THE REGULATIONS

26.1. It is hereby proposed to amend Regulation 61.07.3 by the substitution for sub-regulation (3) of the following sub-regulation:

“(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. The Air Law and Procedures theoretical knowledge examination will then be valid for an additional 36 months.

26.2. Current Regulation

(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.

26.3. Motivation

Additional text is required for clarification purposes.

27. PROPOSAL TO SUBSTITUTE REGULATION 61.07.4 OF THE REGULATIONS

27.1. It is hereby proposed to substitute Regulation 61.07.4 with the following Regulation:

“Skills test for an Airline Transport Pilot Licence (Aeroplane)

61.07.4 (1)(a) An applicant for the initial issue or revalidation of an Airline Transport Pilot Licence (Aeroplane) must have demonstrated to a Designated Flight Examiner I (Aeroplane) (DFE I (A)) the ability to perform as pilot in command of a multi-engine aeroplane, in an actual or simulated multi-crew scenario 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 skills test may be performed in a flight simulation training device (FSTD) approved for the purpose and/or in a multi-engine aeroplane with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

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

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

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

(3) The holder of a current Airline Transport Pilots Licence (Aeroplane) shall fly a minimum of 3 hours as pilot-in-command, or pilot-in-command under supervision (PICUS) or 6 hours as co-pilot in the 6 months preceding a revalidation check.”.

27.2. Current Regulation

“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.

27.3. Motivation

(a) In sub-regulation (1) the reference to validation tests has been added and the word "and" is replaced by the word "or" in line 6.

(b) Sub-regulation (1)(a) has been amended to refer to multi-engined aeroplanes.

(c) In sub-regulation (2) an unnecessary word ("or") has been deleted.

(d) Sub-regulation (3) has been completely reworded.

28. PROPOSAL TO AMEND REGULATION 61.07.7 OF THE REGULATIONS

28.1. It is hereby proposed to amend Regulation 61.07.7 of the Regulations by –

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

“(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and”;

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:

“(i) rewrite and pass the Air Law examination;”;

(ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of an Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and.

- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

“(c) in the case of a holder of an Airline Transport Pilot Licence (Aeroplane) 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 and pass the Air Law examination;
- (ii) rewrite and pass the meteorology examination;
- (iii) rewrite and pass the navigation examination;
- (iv) rewrite and pass the aircraft performance and planning examination;
- (v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of an Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot in command; and.
- (vi) pass an initial licence skills test in the same category of aircraft.

(d) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) (a) 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 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Airline Transport Pilot Licence (Aeroplane), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67.”.

28.2. Current Regulation

(1) The holder of an Airline Transport 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 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 24 months

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

(a) in the case of a holder of an Airline Transport Pilot Licence (Aeroplane) 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 (Aeroplane) 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 (Aeroplane) 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.

(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 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.

28.3. Motivation

(a) It is necessary to bring regulation 61.07.7 inline with ICAO requirements.

(b) The present regulation is impractical and does not raise the standards nor enhance safety.

29. PROPOSAL TO AMEND REGULATION 61.08.1 OF THE REGULATIONS

29.1. It is hereby proposed to amend Regulation 61.08.1 of the Regulations by –

(a) the substitution in sub-regulation (1) for paragraph (c) of the following paragraph:

“(c) produce evidence of holding or having held, within the previous 60 months, the following –

- (i) a South African Private or Commercial Pilot Licence (Helicopter); or
- (ii) a pilot licence (helicopter) issued by a Contracting State; or
- (iii) a South African Air Force pilot qualification (helicopter); or
- (iv) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
- (v) a Night Rating (Helicopter);”;

(b) the substitution in sub-regulation (1) for paragraph (g) of the following paragraph:

“(g) have passed the skills test referred to in sub-regulation 61.08.4.”.

29.2. Current Regulation

(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);

(g) have undergone the skills test referred to in sub-regulation 61.08.4.

29.3. Motivation

(a) In sub-regulation (1) 9)(c) unnecessary words have been removed

(b) In sub-regulation (1) (g) a grammatical change has been effected.

30. PROPOSAL TO AMEND REGULATION 61.08.4 OF THE REGULATIONS

30.1. It is hereby proposed to amend Regulation 61.08.4 of the Regulations by the substitution for sub-regulations (1) and (2) of the following sub-regulation:

“(1)(a) An applicant for the initial issue or revalidation of an Airline Transport Pilot Licence (Helicopter) must have demonstrated to a Designated Flight Examiner 1 (Helicopter) (DFE I (H)) the ability to perform as pilot in command of a helicopter, in an actual or simulated multi-crew scenario, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Helicopter). The skills test may be performed in a flight simulation training device (FSTD) approved for the purpose and/or in a helicopter suitable for multi-crew simulation and configurable with fully functional dual controls, and all instrumentation required for the test in a serviceable condition.

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

(2) The holder of a current Airline Transport Pilots Licence (Helicopter) shall fly a minimum of 3 hours as pilot-in-command, or pilot-in-command under supervision or 6 hours as co-pilot in the 6 months preceding a revalidation check.”.

30.2. Current Regulation

(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).

30.3. Motivation

In sub-regulation (1)(b) the reference to the skills test is more detailed.

31. PROPOSAL TO AMEND REGULATION 61.08.7 OF THE REGULATIONS

31.1. It is hereby proposed to amend Regulation 61.08.7 of the Regulations by –

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

“(i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an

Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and.

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:

- “(i) rewrite and pass the Air Law examination;”;
- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of an Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and”;

- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

“(c) in the case of a holder of an Airline Transport Pilot Licence (Helicopter) 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 and pass the Air Law examination;
- (ii) rewrite and pass the meteorology examination;
- (iii) rewrite and pass the navigation examination;
- (iv) rewrite and pass the aircraft performance and planning examination;
- (v) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the initial skills test of an Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot in command; and.
- (vi) pass an initial licence skills test in the same category of aircraft.

- (d) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) (a) 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 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.

(b) This privilege may be exercised for a maximum period of 6 months from the date of expiry of the Airline Transport Pilot Licence (Helicopter), provided that the holder has a valid class one or class two medical certificate issued in terms of Part 67.”.

31.2. Current Regulation

(1) The holder of an Airline Transport 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 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 24 months following the issue or revalidation of such licence shall comply with the following requirements:

(a) in the case of a holder of an Airline Transport Pilot Licence (Helicopter) 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 (Helicopter) 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 (Helicopter) 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.

(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 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.

31.3. Motivation

(a) It is necessary to bring regulation 61.08.7 inline with ICAO requirements.

(b) The present regulation is impractical and does not raise the standards nor enhance safety.

32. PROPOSAL TO AMEND REGULATION 61.13.1 OF THE REGULATIONS

32.1. It is hereby proposed to amend Regulation 61.13.1 of the Regulations by –

(a) the substitution for sub-regulation (1) of the following sub-regulation:

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

(b) the substitution for sub-regulation (8) of the following sub-regulation:

“(8)(a) 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.

(b) 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.”.

32.2. Current Regulation

(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.

(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.

32.3. Motivation

(a) In sub-regulation (1) the appropriate word "rating" is replacing the word "endorsements" in line 2.

(b) In sub-regulation (8) a requirement relating to differences training is deleted.

33. PROPOSAL TO AMEND REGULATION 61.13.3 OF THE REGULATIONS

33.1. It is hereby proposed to amend Regulation 61.13.3 of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

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

33.2. Current Regulation

(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.

33.3. Motivation

It is necessary to refer to "written examinations" as these specific words are used in the requirements contained in regulation 61.13.1.

34. PROPOSAL TO INSERT REGULATION 61.13.10 IN THE REGULATIONS

34.1. It is hereby proposed to insert Regulation 61.13.10 in the Regulations after Regulation 61.13.9:

"Initial type ratings conducted at an approved Type Rating Training Organisation (TRTO) of a Contracting State

61.13.10 (1) The Commissioner may transfer to a South African licence a valid class or type rating issued by an approved Type Rating Training Organisation (TRTO) of a Contracting State, provided that the requirements are equal to or above the minimum standards of this Part and as prescribed in technical standards 61.13.2(1), (2) and (3) of Document SA-CATS-FCL 61.

(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 by the examiner in the pilot logbook, and on receipt of all applicable documentation, by the Authority in the licence, provided that where a TRTO has not yet been approved –

- (a) the applicant makes prior written application and submits the syllabus of training to be conducted by the applicable aviation training organisation ;
- (b) the details of the examiner are submitted for verification and that the examiner is approved as an Official Flight Examiner (OFE) in terms of regulation 61.36.1(5); and
- (c) the original training record together with the appropriate skills test forms and a copy of the letter of approval for the OFE are submitted to the Commissioner.”.

34.2. Current Regulation

Not in existence

34.3. Motivation

This insertion is necessary in order to bring the Regulations in line with ICAO requirements regarding the transfer of a valid class or type rating issued by an approved Type Rating Training Organisation (TRTO) of a Contracting State to a South African licence.

35. PROPOSAL TO AMEND REGULATION 61.14.1 OF THE REGULATIONS

35.1. It is hereby proposed to amend Regulation 61.14.1 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraphs (c) and (d) of the following paragraphs:

“(c) submit proof of having passed the theoretical examination referred to in sub-regulation (3) below; and

(d) have successfully passed the prescribed skills test, referred to in sub-regulation (4).”;

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

“(a) not less than 5 hours of theoretical knowledge instruction on the material as prescribed in Document SA-CATS-FCL 61;”.

35.2. Current Regulation

- (1) (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) (a) 5 hours of theoretical knowledge instruction and have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL. 61;

35.3. Motivation

In sub-regulations (1)(c) and (d) the word “undergone” is replaced by the word “passed”.

36. PROPOSAL TO AMEND REGULATION 61.15.1 OF THE REGULATIONS

36.1. It is hereby proposed to amend Regulation 61.15.1 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraph (c) of the following paragraph:

“(c) hold a valid Class 2 medical certificate issued in terms of Part 67;”;

- (b) the substitution in sub-regulation (1) for paragraph (f) of the following paragraph:

“(f) have passed the skills test referred to in regulation 61.15.4, in an aircraft or approved FSTD appropriate to the rating; and”;

- (c) the substitution for sub-regulations (3), (4) and (5) of the following sub-regulations:

“(3) The applicant must have completed 40 hours instrument flight training under instruction of which at most 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 training towards the initial multi-engine class rating.

(5) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant must have undergone at least 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.”.

36.2. Current Regulations

- (1) (c) hold a valid Class 1 medical certificate issued in terms of Part 67;

- (1) (f) have undergone the skills test referred to in regulation 61.15.4, in an aircraft appropriate to the rating; and
- (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.

36.3. Motivation

- (a) In sub-regulation (1)(c) the word "Class 1" is replaced by the word "Class 2".
- (b) In sub-regulation (1)(f) the word "undergone" is replaced by the word "passed".
- (c) The amendment to sub-regulation (3) of the insertion of the words "at most" before the reference to 20 hours is necessitated to comply with ICAO requirements
- (d) In sub-regulation (4) a wording change is effected.
- (e) In sub-regulation (5) certain additional requirements when applying for an instrument rating in a category for which no such rating is held, are deleted.

37. PROPOSAL TO AMEND REGULATION 61.15.3 OF THE REGULATIONS

- 37.1.** It is hereby proposed to amend Regulation 61.15.3 of the Regulations by the substitution for sub-regulation (1) for of the following sub-regulation:

"(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 is not required to write the examination again."

37.2. Current Regulation

(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.

37.3. Motivation

In sub-regulation (1) a grammatical change is effected in the fourth line.

38. PROPOSAL TO AMEND REGULATION 61.15.4 OF THE REGULATIONS

38.1. It is hereby proposed to amend Regulation 61.15.4 of the Regulations by –

(a) the addition after sub-regulation (4) of the following sub-regulation:

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

38.2. Current Regulation

Does not exist

38.3. Motivation

The provision to use an approved FSTD under certain circumstances is needed in order to cater for the unavailability of facilities and increase safety.

39. PROPOSAL TO AMEND REGULATION 61.15.5 OF THE REGULATIONS

39.1. It is hereby proposed to amend Regulation 61.15.5 of the Regulations by the substitution for sub-regulation (3) for of the following sub-regulation:

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

39.2. Current Regulation

“(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.”.

39.3. Motivation

In sub-regulation (1) a grammatical change is effected in the first line.

40. PROPOSAL TO AMEND REGULATION 61.15.7 OF THE REGULATIONS

40.1. It is hereby proposed to amend Regulation 61.15.7 of the Regulations by –

- (a) the substitution in sub-regulation (1) for the words preceding paragraph (a) of the following words:

“(1) The period of validity of an instrument rating shall be calculated from:”;

- (b) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraph (ii) of the following sub-paragraph:

“(ii) acquire, in an aircraft or flight simulation training device (FSTD) appropriate to the particular instrument rating, at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and”;

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

“(a) if the validation period has not lapsed or has lapsed for a period not exceeding 24 months, the applicant must pass a Revalidation check with a designated flight examiner, as prescribed in Document SA-CATSFCL 61, in an aircraft or approved FSTD for the appropriate category;”;

- (d) the substitution in paragraph (b) of sub-regulation (2) for sub-paragraphs (i) and (ii) of the following sub-paragraphs:

(ii) acquire, in an aircraft or an approved FSTD for the appropriate category, 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 skills test required for an initial instrument rating with a Designated Flight Examiner, as prescribed in Document SA-CATS-FCL 61, in an aircraft or an approved FSTD for the appropriate category;”;

- (e) the substitution for sub-regulations (3) and (4) of the following sub-regulations:

“(3) Where a pilot holds an instrument rating the category of helicopters and the category of aeroplanes, the revalidation may be alternated.

(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.”.

40.2. Current Regulation

- (1) An instrument rating shall be valid for a period of 12 months calculated from:
- (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-CATSFCL 61, in an aircraft appropriate to the particular instrument rating being revalidated;
 - (b) (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
 - (b) (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.

40.3. Motivation

- (a) Sub-regulation (1) is reworded and the period of validity deleted. The provision to use an approved FSTD was missing in (a). Other proposed changes bring uniformity between the paragraphs (a), (ii) and (iii).
- (b) Sub-regulation (2))b(ii) is amended to reflect the fact that an instrument rating can be acquired in a FSTD.
- (c) Sub-regulation (3) has been reworded to be more user-friendly.
- (d) In sub-regulation (4A) the last sentence has been deleted.
- (e) Sub-regulation (4B) is inserted to deal with the revalidation of an instrument rating in a single pilot aircraft.

41. PROPOSAL TO AMEND REGULATION 61.16.1 OF THE REGULATIONS

41.1. It is hereby proposed to amend Regulation 61.16.1 of the Regulations by –

(a) the substitution in sub-regulation (1) for paragraph (b) of the following paragraph:

“(b) have successfully completed at least 20 hours of flight instructor patten training as prescribed in Document SA-CATS- FCL 61, conducted by a Grade I or a Grade II Aeroplane Flight Instructor, of which at least 15 hours must be in an aeroplane and 5 hours may be in an approved flight simulation training device (FSTD);”;

(b) the substitution in sub-regulation (1) for paragraph (f) of the following paragraph:

“(f) undergo the skills test referred to in regulation 61.16.4 conducted by a Designated Flight Examiner (DFE) within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).”.

41.2. Current Regulation

(b) have successfully completed 20 hours of flight instructor patten training as prescribed in Document SA-CATS- FCL 61, conducted by a Grade I or a Grade II Aeroplane Flight Instructor, of which 15 hours must be in an aeroplane and 5 hours may be in an approved flight simulation training device (FSTD);

(f) undergo the skills test referred to in regulation 61.16.4 conducted by a Designated Flight Examiner (DFE) within 24 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

41.3. Motivation

(a) In sub-regulation (1)(b) the words “at least” have been inserted to comply with ICAO requirements.

(b) In sub-regulation (1)(g) the time requirement has been changed to comply with ICAO requirements.

42. PROPOSAL TO AMEND REGULATION 61.16.5 OF THE REGULATIONS

42.1. It is hereby proposed to substitute regulation 61.16.5 with the following regulation:

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

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

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

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

(3) The requirements for the various endorsements are as follows:

- (a) in all cases the instructor must have the pilot endorsement for the specific aeroplane class, model and type (where a type rating is required) in his or her logbook or licence, and the instructor endorsement (PI) in the case of instruction on an aeroplane or written approval as stipulated in Subpart 22 in the case of instruction on an FSTD;
- (b) in the case of instruction in an aeroplane, the instructor must have demonstrated proficiency in flying the aeroplane from each pilot seat;
- (c) for each endorsement all relevant recency requirements must be met before the privileges of that endorsement may be exercised;
- (d) for the Night Rating Instructor endorsement, the instructor must
 - (i) be the holder of a valid instrument rating;
 - (ii) have demonstrated to a DFE I or II (Aeroplane) in the case of an initial Grade III skills test, or the CFI of an approved ATO in the case of an existing Grade III instructor, the ability to give a suitable night flying briefing, give instruction in an aeroplane or approved FSTD on instrument flying to the level required for a night rating, and give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;

- (iii) have his or her logbook endorsed by the DFE or CFI with the words "Authorised to give instruction for night ratings";
- (e) for the Instrument Rating Instructor endorsement, the instructor must:
 - (i) have given not less than 100 hours of instruction in aeroplanes or FSTDs;
 - (ii) be the holder of a valid instrument rating appropriate to the class of aeroplane in which instrument training is provided;
 - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.4 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
 - (iv) have demonstrated to a DFE I or II (Aeroplane) the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating;;
 - (v) have his or her logbook endorsed by the DFE with the words "Authorised to give instruction for instrument ratings";
- (f) for the Multi-Engine Class Rating Instructor endorsement, the instructor must:
 - (i) have given at least 100 hours of instruction in aeroplanes or FSTDs;
 - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of multi-engine aeroplanes;
 - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.2 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
 - (iv) have accumulated at least 5 hours as pilot-in command in the specific make and model of multi-engine aeroplane
 - (v) undergo a skills test for the endorsement with a DFE I or II (Aeroplane);
 - (vi) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for multi-engine class ratings";
- (g) for the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must:
 - (i) have accumulated at least 100 hours of instruction in aeroplanes or FSTDs;

- (ii) have accumulated at least 50 hours of flight time as pilot-in-command of single-engine turbo-propeller aeroplanes;
 - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.3 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
 - (iii) have passed the Turbo-propeller/Turbojet endorsement examination;
 - (iv) undergo a skills test for the endorsement with a DFE I or II (Aeroplane);
 - (v) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for single-engine turbo-propeller class ratings";
- (h) for the Type Rating Instructor endorsement, the operator offering the type rating training must apply in writing to the Commissioner motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must :
- (i) have accumulated at least 100 hours of instruction in aeroplanes or FSTDs;
 - (ii) be rated as pilot-in-command on the type if required to instruct on an aeroplane;
 - (iii) show evidence of having completed a course of instruction, acceptable to the Commissioner, at an approved ATO on the specific type;
 - (iv) have passed the Turbo-propeller/Turbojet endorsement examination;
 - (v) undergo a skills test for the endorsement with a DFE I or II (Aeroplane) in the case of instructing on an aeroplane, or satisfy the conditions of subpart 22 in the case of instructing on a FSTD;
 - (vi) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for the (type by name) type rating";

42.2. Current Regulation

Privileges and limitations of a Grade III Aeroplane Flight Instructor Rating

61.16.5 (1) A person may only hold a type rating as instructor in respect of aeroplanes for which he or she holds the corresponding type rating as pilot, issued in terms of this Subpart, provided that the rating shall be restricted to single-engine, piston-class aeroplanes up to 1 600 kg maximum certificated mass (MCM).

(2) The holder of a valid Grade III Aeroplane Flight Instructor rating may, under the supervision of a Grade I or Grade II Aeroplane Flight Instructor with the appropriate class ratings or type ratings and endorsements, and with due regard for the provisions of sub-regulations (3) and (4), give flight instruction, in single-engine piston-class aeroplanes up to 1 600 kg MCM for which he or she has been certified proficient by an endorsement in his or her pilot logbook.

(3) A Grade III instructor may only give flight instruction towards -

- (a) the issue or revalidation of a Private Pilot Licence (Aeroplane);
- (b) those parts of an integrated training course at Private Pilot Licence (Aeroplane) level, excluding authorisation of first solo flights by day; and
- (c) instrument flight training required for the issue of a night rating, in an approved flight simulation training device (FSTD) and in the aeroplane, provided the flight instructor has a valid instrument rating and an appropriate FSTD instructor authorisation.

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

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

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

(6) Notwithstanding the provisions of sub-regulation (5), the holder of a Grade III Aeroplane Flight Instructor Rating, who has a minimum of 500 hours aeroplane flight instructor experience, may apply to the Commissioner to exercise some of the privileges of a Grade II Aeroplane Flight Instructor.

42.3. Motivation

The industry has complained that the current regulation is far more restrictive than the ANR and is unfair on Grade III instructors who have held other privileges before the introduction of Part 61, to which they are no longer entitled. This amendment re-instates these privileges and spells out the requirements for each which was never the case before.

43. PROPOSAL TO AMEND REGULATION 61.16.6 OF THE REGULATIONS

- 43.1.** It is hereby proposed to amend Regulation 61.16.6 of the Regulations by the substitution for sub-regulation (3) of the following sub-regulation:

“(3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that:

- (a) he or she has complied with the requirements for an initial issue for Grade III Aeroplane Flight Instructor Rating; or
- (b) if he or she can prove that he or she has held a valid instructor rating during the lapsed period, in another Contracting State or on helicopters, he or she may apply to the Commissioner for exemption from sub-regulation 61.16.1(b), (c) and (d).”.

43.2. Current Regulation

(3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that he or she:

- (a) has complied with the requirements for an initial issue for Grade III Aeroplane Flight Instructor Rating, or
- (b) can prove that he or she has held a valid instructor rating during the lapsed period, in another Contracting State or on helicopters, he or she may apply to the Commissioner for exemption from sub-regulation 61.16.1(b), (c) and (d).

43.3. Motivation

In this sub0-regulation the references to gender have been deleted while in paragraphs (a) and (b) references to gender have been inserted.

44. PROPOSAL TO AMEND REGULATION 61.17.1 OF THE REGULATIONS

- 44.1.** It is hereby proposed to amend Regulation 61.17.1 of the Regulations by –

- (a) the substitution for paragraph (c), of the following paragraph:

“(c) hold the appropriate instrument flight training endorsement;”;

- (b) the substitution in paragraph (e) for the words preceding sub-paragraph (i) of the following words:

“(e) provide proof of having given instruction on every exercise of the Private Pilot Licence syllabus as listed in Appendix 1.1 of the SA CATS-FCL 61, and must have the Night Rating instructor endorsement in his or her logbook –”;

- (c) the substitution for paragraphs (f) and (h), of the following paragraphs:

- “(f) have successfully completed the appropriate training course as prescribed in Document SA-CATS-FCL 61, at a Part 141 approved aviation training organisation;
 - (h) pass the skills test referred to in regulation 61.16.4 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).”.
- (d) the deletion in paragraph (e) of sub-paragraph (ii).

44.2. Current Regulation

- (c) hold the appropriate instrument flight training endorsement if applicable;
- (e)(i) have held a Grade III Aeroplane Flight Instructor Rating for at least 8 months and must have –
- (e)(ii) acquired in an aircraft or an approved flight simulation training device at least 10 hours of instrument flight time during the six months immediately preceding the application.
- (f) have successfully completed the appropriate training course as prescribed in Document SA-CATS-FCL 61, with a Part 141 approved aviation training organisation;
- (h) undergo the skills test referred to in regulation 61.16.4 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

44.3. Motivation

- (a) The words “if applicable” in sub-regulation (1)(c) have been deleted.
- (b) The existing requirement in (e) was impractical and too restrictive. The proposed text is not jeopardising safety.
- (c) Deletion of (e)(ii) is motivated by the proposed introduction of endorsements.
- (d) In sub-regulation (i)(f) a grammatical error has been corrected.
- (e) In sub-regulation (1)(h) a grammatical error has been corrected.

45. PROPOSAL TO AMEND REGULATION 61.17.5 OF THE REGULATIONS

45.1. It is hereby proposed to amend Regulation 61.17.5 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraph (c) of the following paragraph:

- “(c) conduct training in a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;”;
- (b) the substitution in sub-regulation (1) for paragraph (j) of the following paragraph:
 - “(j) conduct the training for the issue of a Grade II or Grade III Aeroplane Flight Instructor Rating provided that he or she is the holder of an instructor training endorsement;”;
- (c) the substitution in paragraph (k) of sub-regulation (1) for the words preceding subparagraph (i) of the following words:
 - “(k) conduct the skills tests for:”;
- (d) the substitution in paragraph (k) of sub-regulation (1) for subparagraphs (ii), (vi) and (vii) of the following subparagraphs:
 - “(ii) the revalidation of a Private Pilot Licence (Aeroplane) without instrument rating;
 - (vi) the issue of class/type rating for a single-engine turboprop aeroplane or a type rating for multi-engine turboprop/turbojet aeroplane provided that the applicant is already the holder of an appropriate MEP Class or a SE/ME turbine/turbojet type rating and that the flight instructor holds the applicable turboprop/turbojet flight instructor endorsement;
 - (vii) the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of fulltime employees of the of the operator, provided that he or she has the appropriate flight instructor endorsements, and has been appointed as a Designated Flight Examiner Grade III (Aeroplane) (DFE III (A));”.

45.2. Current Regulation

- (c) conduct training for a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;
- (j) conduct the training for the issue of a Grade II or Grade III Aeroplane Flight Instructor Rating;
- (k) conduct the initial skills tests for:
 - (ii) the revalidation of a Private Pilot Licence (Aeroplane) without instrument rating, and enter the appropriate endorsements;
 - (vi) the issue of class/type rating for a single-engine turboprop aeroplane or a type rating for multi-engine turboprop/turbojet aeroplane below 5700 kg MCM, provided that the applicant is the holder of the appropriate class/type rating and that the flight instructor holds the applicable turboprop/turbojet flight instructor endorsement;

(vii) the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of fulltime employees of the company, provided that he or she has the appropriate flight instructor endorsements, and has been appointed as a Designated Flight Examiner Grade III (Aeroplane) (DFE III (A));

45.3. Motivation

- (a) In sub-regulation (1)(c) a grammatical change has been effected.
- (b) In sub-regulation (1)(j) a required proviso has been added.
- (c) In sub-regulation (1)(k) the word "initial" has been deleted.
- (d) In sub-regulation (1)(k)(ii) the incorrect reference to endorsements has been deleted.
- (e) In sub-regulation (1)(k)(vi) a new proviso has been included while the existing proviso has been deleted. In respect of issuing of a class/type rating in respect of single –engine turboprop or multi engine turboprop/turbojet aeroplanes.
- (f) In sub-regulation (1)(k)(vii) an unnecessary word namely "company" has been deleted.

46. PROPOSAL TO AMEND REGULATION 61.17.6 OF THE REGULATIONS

46.1. It is hereby proposed to amend Regulation 61.17.6 of the Regulations by –

- (a) the substitution in sub-regulation (2) for the words preceding paragraph (a) of the following words:

“(2) The holder of a Grade II Aeroplane Flight Instructor Rating that has expired may before the expiry of a further period of 60 months, calculated from the date of expiry of the rating, apply to the Commissioner for the reissuing of a Grade II Aeroplane Flight Instructor Rating provided that he or she has:”;
- (b) the substitution in sub-regulation (3) for the words preceding paragraph (a) of the following words:

“(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:”;
- (c) the substitution in sub-regulation (3) for paragraphs (a) and (c) of the following paragraphs:

“(a) the requirements for the re-issue of an expired Grade III Aeroplane Flight Instructor Rating;

(c) must pass the appropriate skills test.”.

46.2. Current Regulation

(2) The holder of a Grade II Aeroplane Flight Instructor Rating that has expired may, before a further period of 60 months, calculated from the date of expiry of the rating, apply to the Commissioner for the reissuing of a Grade II Aeroplane Flight Instructor Rating provided that he or she has:

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III Aeroplane Flight Instructor Rating;
- (c) must undergo the appropriate skills test.

46.3. Motivation

- (a) In sub-regulation (2) a grammatical change has been effected
- (b) In sub-regulation (3) a missing word has been inserted.
- (c) In sub-regulation (3)(a) words have been inserted at the beginning of the sentence to provide more clarity.
- (d) In sub-regulation (3)(b) a grammatical change has been effected.

47. PROPOSAL TO AMEND REGULATION 61.18.1 OF THE REGULATIONS

47.1. It is hereby proposed to amend Regulation 61.18.1 of the Regulations by –

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

“(b) hold a valid multi-engine instrument rating;”;
- (b) the substitution in paragraph (e) for the words preceding subparagraph (i) of the following words:

“(e) have held a Grade II Aeroplane Flight Instructor Rating and must have –”.

47.2. Current Regulation

- (b) hold a valid instrument rating;
- (e) have held a Grade II Aeroplane Flight Instructor Rating for at least 8 months and must have –.

47.3. Motivation

- (a) The reference to multi-engines has to be included in sub-regulation (1)(b).
- (b) The time period referred to above in paragraph (e) is deleted.

48. PROPOSAL TO AMEND REGULATION 61.18.4 OF THE REGULATIONS

48.1. It is hereby proposed to amend Regulation 61.18.4 of the Regulations by –

- (a) the substitution in sub-regulation (2) for the words preceding paragraph (a) and paragraphs (a) and (b) of the following words and paragraph:

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

- (a) in a multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
- (b) in a aircraft with a turbojet engines, or”;

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

“(b) the Grade I Aeroplane Flight Instructor who has provided the training considers the performance of the applicant as an aeroplane flight instructor adequate for his or her upgrade to a Grade I Aeroplane Flight Instructor.”.

48.2. Current Regulation

- (2) The initial skills test must be undertaken;

- (a) in a complex single- or multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
- (b) in a aircraft with a turbojet engine, or.

(3) (b) the Grade I or Grade I Aeroplane Flight Instructor who has provided the supervision considers the performance of the applicant as an aeroplane flight instructor adequate for his or her upgrade to a Grade I Aeroplane Flight Instructor.

48.3. Motivation

(a) In sub-regulation (2) it is necessary to include a reference to a “revalidation check”.

(b) In sub-regulation (2)(a) reference has only to be made to multi-engined aircraft

(c) In sub-regulation (2)(b) a spelling error is corrected.

(d) In sub-regulation (3)(b) a repeated expression and an unnecessary word namely “supervision” is deleted.

49. PROPOSAL TO AMEND REGULATION 61.18.5 OF THE REGULATIONS

- 49.1.** It is hereby proposed to amend Regulation 61.18.5 of the Regulations by the substitution for sub-regulation (1) of the following sub-regulation:

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

49.2. Current Regulation

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

49.3. Motivation

The reference to a Grade III Aeroplane Flight Instructor has been deleted.

50. PROPOSAL TO AMEND REGULATION 61.18.6 OF THE REGULATIONS

- 50.1.** It is hereby proposed to amend Regulation 61.18.6 of the Regulations by –

- (a) the substitution in sub-regulation (2) for the words preceding paragraph (a) of the following words:

“(2) The holder of a Grade I Aeroplane Flight Instructor Rating that has expired may, before expiry of a further period of 60 months, calculated from the date of expiry of the rating, apply to the Commissioner for the reissuing of a Grade I Aeroplane Flight Instructor Rating provided that he or she has:”;

- (b) the substitution in sub-regulation (3) for the words preceding paragraph (a) and paragraph (a) of the following words and paragraph:

“(3) If a period of 60 months or longer has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the requirements for the re-issue of an expired Grade III Aeroplane Flight Instructor Rating;”.

50.2. Current Regulation

(2) The holder of a Grade I Aeroplane Flight Instructor Rating that has expired may, before a further period of 60 months, calculated from the date of expiry of the rating, apply to the Commissioner for the reissuing of a Grade I Aeroplane Flight Instructor Rating provided that he or she has:

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III Aeroplane Flight Instructor Rating;

50.3. Motivation

- (a) In sub-regulation (2) a missing word has been inserted.
- (b) In sub-regulation (3) a missing word has been inserted.
- (c) In sub-regulation (3)(a) words have been inserted at the beginning of the sentence to provide more clarity.

51. PROPOSAL TO AMEND REGULATION 61.19.1 OF THE REGULATIONS

51.1. It is hereby proposed to amend Regulation 61.19.1 of the Regulations by the substitution in sub-regulation (1) for paragraphs (b) and (f) of the following paragraphs:

- “(b) have successfully completed at least 20 hours of flight instructor pater training as prescribed in Document SA-CATS- FCL 61, conducted by a Grade I or a Grade II Helicopter Flight Instructor, of which at least 15 hours must be in a helicopter and 5 hours may be in an approved flight simulation training device (FSTD);
- (f) undergo the skills test referred to in regulation 61.16.4 conducted by a Designated Flight Examiner (DFE) within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).”.

51.2. Current Regulation

- (b) have successfully completed 20 hours of flight instructor pater training as prescribed in Document SA-CATS- FCL 61, conducted by a Grade I or Grade II Helicopter Flight Instructor, of which 15 hours must be in a helicopter and 5 hours may be in an approved flight simulation training device;
- (f) undergo the skills test referred to in regulation 61.19.4 conducted by a designated flight examiner within 24 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

51.3. Motivation

- (a) The inclusion of certain words in two places in sub-regulation (1)(b) is in line with ICAO requirements.

- (b) The period in which the skills test has to be completed, is extended.

52. PROPOSAL TO AMEND REGULATION 61.19.5 OF THE REGULATIONS

52.1. It is hereby proposed to amend Regulation 61.19.5 of the Regulations by –

- (a) the substitution for sub-regulation (1) of the following sub-regulation:

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

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

“(a) instrument flight training; provided that the holder shall also hold a valid instrument rating on either aeroplanes or helicopters;”;

- (c) the deletion in sub-regulation (3) of paragraph (d).

52.2. Current Regulation

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

(3)(a) instrument flight training; provided that the holder has a valid instrument rating on either aeroplanes or helicopters;

(d) flight simulation training device training.

52.3. Motivation

(a) In sub-regulation (1) the alternative requirement, pertaining to endorsements, is deleted.

(b) In sub-regulation (3)(a) a grammatical change has been made.

(c) Paragraph (d) has been deleted.

53. PROPOSAL TO AMEND REGULATION 61.19.6 OF THE REGULATIONS

53.1. It is hereby proposed to amend Regulation 61.19.6 of the Regulations by the substitution in sub-regulation (2) for the words preceding paragraph (a) of the following words:

“(2) The holder of a Grade III Helicopter Flight Instructor Rating that has expired, may, before a further period of 12 months calculated from the date

of expiry of the rating has elapsed, apply to the Commissioner for the reissuing of a Grade III Helicopter Flight Instructor Rating, provided that he or she has:".

53.2. Current Regulation

(2) The holder of a Grade III Helicopter Flight Instructor Rating that has expired, may, before a further period of 12 months calculated from the date of expiry of the rating has lapsed, apply to the Commissioner for the reissuing of a Grade III Helicopter Flight Instructor Rating, provided that he or she has:

53.3. Motivation

A grammatical change has been effected in sub-regulation (2).

54. PROPOSAL TO AMEND REGULATION 61.20.1 OF THE REGULATIONS

54.1. It is hereby proposed to amend Regulation 61.20.1 of the Regulations by the substitution for paragraphs (f) and (h) of the following paragraphs:

"(f) have successfully completed the appropriate training course as prescribed in Document SA-CATS-FCL 61, at a Part 141 approved aviation training organisation;

(h) pass the skills test referred to in regulation 61.20.4 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).".

54.2. Current Regulation

(f) have successfully completed the appropriate training course as prescribed in Document SA-CATS-FCL 61, with a Part 141 approved aviation training organisation;

(h) undergo the skills test referred to in regulation 61.20.4 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

54.3. Motivation

(a) In paragraph (f) a grammatical change has been effected,.

(b) In paragraph (h) a wording change has been effected.

55. PROPOSAL TO AMEND REGULATION 61.20.5 OF THE REGULATIONS

55.1. It is hereby proposed to amend Regulation 61.20.5 of the Regulations by the substitution in sub-regulation (1) for paragraphs (d) and (g) of the following paragraphs:

- “(d) conduct the training for an instrument rating, provided he or she is the holder of a valid instrument rating (helicopter) and an instrument flight training endorsement;
- (g) conduct the training for the issue of a Grade II or Grade III Helicopter Flight Instructor Rating provided that he or she is the holder of the appropriate flight instructor training endorsement;

55.2. Current Regulation

- (d) conduct the training for an instrument rating, provided he or she is the holder of an instrument flight training endorsement;
- (g) conduct the training for the issue of a Grade II or Grade III Helicopter Flight Instructor Rating;

55.3. Motivation

- (a) The requirement in sub-regulation (1)(d) has been added to resulting in a grammatical change also.
- (b) A proviso for the training provided for in sub-regulation (1)(g) has been included.

56. PROPOSAL TO AMEND REGULATION 61.20.6 OF THE REGULATIONS

56.1. It is hereby proposed to amend Regulation 61.20.6 of the Regulations by –

- (a) the substitution in sub-regulation (2) for the words preceding paragraph (a) of the following words:

“(2) The holder of a Grade II Helicopter Flight Instructor Rating that has expired may before the expiry of a further period of 60 months, calculated from the date of expiry of the rating, apply to the Commissioner for the reissuing of a Grade II Helicopter Flight Instructor Rating provided that he or she has:”;

- (b) the substitution in sub-regulation (3) for the words preceding paragraph (a) and paragraph (a) of the following words and paragraph:

“(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the requirements for the re-issue of an expired Grade III Helicopter Flight Instructor Rating;

56.2. Current Regulation

- (2) The holder of a Grade II Helicopter Flight Instructor Rating that has expired may, before a further period of 60 months, calculated from the date of

expiry of the rating, apply to the Commissioner for the reissuing of a Grade II Helicopter Flight Instructor Rating provided that he or she has:

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III Helicopter Flight Instructor Rating;

56.3. Motivation

- (a) Certain words have been added in sub-regulation (2) to clarify its meaning
- (b) In sub-regulation (3) a missing word has been inserted.
- (c) In sub-regulation (3)(a) words have been inserted at the beginning of the sentence to provide more clarity.

57. PROPOSAL TO AMEND REGULATION 61.21.1 OF THE REGULATIONS

57.1. It is hereby proposed to amend Regulation 61.21.1 of the Regulations by the substitution for paragraphs (b) and (c) of the following paragraphs:

- “(b) hold a valid multi-engine instrument rating;
- (c) hold the appropriate instrument flight training endorsement;”.

57.2. Current Regulation

- (b) hold a valid instrument rating;
- (c) hold the appropriate instrument flight training endorsement if applicable;

57.3. Motivation

- (a) The reference to multi-engines has to be included in sub-regulation (1)(b).
- (b) The words “if applicable” in sub-regulation (1)(c) have been deleted.

58. PROPOSAL TO AMEND REGULATION 61.21.4 OF THE REGULATIONS

58.1. It is hereby proposed to amend Regulation 61.21.4 of the Regulations by the substitution in sub-regulation (3) for paragraph (b) of the following paragraph:

- “(b) the Grade I Helicopter Flight Instructor who has provided the training considers the performance of the applicant as an aeroplane flight instructor adequate for his or her upgrade to a Grade I Aeroplane Flight Instructor.”.

58.2. Current Regulation

- (b) the Grade I Helicopter Flight Instructor who has provided the supervision and training, considers the performance of the applicant adequate for the skills test for a Grade I Helicopter Flight Instructor.

58.3. Motivation

The instructor only provides training and not supervision.

59. PROPOSAL TO AMEND REGULATION 61.21.6 OF THE REGULATIONS

- 59.1.** It is hereby proposed to amend Regulation 61.21.6 of the Regulations by the substitution in sub-regulation (3) for the words preceding paragraph (a) and paragraph (a) of the following words and paragraph:

“(3) If a period of 60 months or longer has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the requirements for the re-issue of an expired Grade III Aeroplane Flight Instructor Rating;”.

59.2. Current Regulation

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III Helicopter Flight Instructor Rating;

59.3. Motivation

A missing word, namely “or” has been inserted.

60. PROPOSAL TO SUBSTITUTE REGULATION 61.22.1 OF THE REGULATIONS

- 60.1.** It is hereby proposed to substitute Regulation 61.22.1 with the following regulation:

“Requirements for a Flight Simulation Training Device (FSTD) Instructor Authorisation

61.22.1 (1) Grade I and Grade II Flight Instructors who are currently authorised to provide instruction on an FSTD at an approved ATO, in terms of and listed in the ATO's MOP, may continue to do so under the supervision of the Chief Instructor of the ATO.

(2) ATOs wishing to appoint new Grade I or Grade II Flight Instructors to provide instruction on an FSTD, must provide details of a training course which includes the operation of the FSTD and the number of training sessions (dependent on the sophistication of the FSTD) to be given by the new applicant under the supervision of an existing FSTD instructor; thereafter apply to add the Flight Instructor to the ATO's MOP and comply with the requirements of (1) above for existing instructors.

(3) In the case of a Grade III Flight Instructor, the Chief Instructor of the ATO must apply to the SACAA for approval for the Grade III instructor to carry out instruction on an FSTD at that particular ATO and under the supervision of the Chief Instructor, motivating the reason for requiring the Grade III, stating how the supervision will be carried out, and thereafter comply with the requirements of (2) above. In addition, Grade III instructors at GA flight schools must be given guidance on providing the instruction required for the 5 hours of FSTD training permitted towards the PPL.”.

60.2. Current Regulation

Requirements for a Flight Simulation Training Device (FSTD) Instructor Authorisation

61.22.1 (1) An applicant for a flight simulation training device (FSTD) Instructor Authorisation in aeroplanes or helicopters must-

- (a) hold or have held a valid South African Commercial Pilot Licence (Aeroplane or Helicopter) as applicable) with instrument rating except in the case of helicopters, or a South African Airline Transport Pilot Licence (Aeroplane) or (Helicopter), as applicable, or an equivalent licence issued by a Contracting State; and
- (b) hold or have held a valid South African flight instructor rating or an equivalent instructor rating issued by a Contracting State in the past 60 months; or
- (c) have undergone and passed the relevant skills test.

(2) The holder of an FSTD Instructor Authorisation seeking to qualify as a type-rating instructor must complete the following additional elements: -

- (a) the operator's complete type-rating course as a learner, including technical knowledge and FSTD training;
- (b) the operator's type rating skills test conducted in the FSTD;
- (c) presentation of a complete type-rating course as a trainee instructor, conducted under the supervision of an appropriately authorised holder of an FSTD Instructor Authorisation or an appropriately rated flight instructor; and

- (d) a skills test as an FSTD type-rating instructor, conducted by a suitably type-rated and experienced Designated Flight Examiner II (DFE II) or Designated Flight Examiner I (DFE I).
- (3) The holder of an FSTD Instructor Authorisation seeking to conduct instrument flight (IF) training towards and instrument rating must hold or have held, in the previous 60 months, a valid instrument rating.
- (4) The holder of an FSTD Instructor Authorisation seeking to qualify as a multi-crew cooperation (MCC) instructor must complete the training as outlined in Document SA-CATS-FCL 61.
- (5) The holder of an FSTD Instructor Authorisation seeking to qualify for any other FSTD Instructor Authorisation must undergo -
 - (a) training appropriate to the training to be conducted; and
 - (b) a skills test appropriate to the course as an FSTD Instructor for which authorisation is sought, by a suitably rated and experienced DFE II or DFE I.
- (6) An applicant for an FSTD Instructor Authorisation in a multi-pilot FSTD must -
 - (a) have completed at least 500 hours of flight time as pilot of multi-pilot aeroplanes or helicopters; and
 - (b) within the 12 months immediately preceding the date of application, have completed at least four route sectors on the same type, as pilot or co-pilot or as supernumerary crew of aeroplanes or helicopters; or
 - (c) in the case of a person no longer holding a valid pilot licence, have completed at least 1 500 hours of flight time as pilot of multi-pilot aeroplanes or helicopters; and
 - (d) if the authorisation is sought for training in an FSTD other than a multi-pilot FSTD, have 500 hours of flight time as pilot of aeroplanes or helicopters.
- (7) For the purpose of this Subpart, the expression 'multi-pilot aeroplane' or 'multi-pilot helicopter' shall be understood to be an aeroplane or a helicopter required in terms of its approved flight manual to be operated by more than one pilot, or an aeroplane or helicopter required to be operated in terms of these Regulations with more than one pilot, and for which the operations manual provide for a division of the tasks between the Pilot Flying (PF) and the Pilot Not Flying (PNF) .
- (8) An applicant for an FSTD Instructor authorisation must have successfully completed, as a learner, the FSTD content of the training course for which the authorisation is sought.

(9) If the authorisation is sought for training in a multi-pilot FSTD, the applicant must have successfully completed an approved crew resource management (CRM) course.

(10) In the case of a course leading to the authorisation for conducting training for any of the courses, the applicant must have presented the applicable course *in toto* under the direct supervision of a Grade I or Grade II instructor who is the holder of the appropriate type rating as flight instructor, or of a person authorised in writing for the purpose by the Commissioner.

(11) All training must be recorded in the appropriate logbook of the applicant.

61. PROPOSAL TO DELETE REGULATION 61.22.2; 61.22.3; 61.22.4; 61.22.5; 61.22.6; 61.22.7 AND 61.22.8 OF THE REGULATIONS

61.1. It is hereby proposed to delete regulations 61.22.2; 61.22.3; 61.22.4; 61.22.5; 61.22.6; 61.22.7 and 61.22.8 of the Regulations.

61.2. Current Regulations

Theoretical knowledge examination for an FSTD Instructor Authorisation

61.22.2 (1) An applicant for an FSTD Instructor Authorization must have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 61.

(2) The holder of a valid instructor rating may be exempted from those parts of the examination already passed for the issue of his or her instructor rating.

(3) In the case of an instructor rating that has lapsed for a period of more than five years, the applicant will be required to undergo the examinations referred to in sub-regulation (1).

Skills test for an FSTD Instructor Authorisation

61.22.3 (1) An applicant for an FSTD Instructor Authorization must have passed the skills test that demonstrate the ability to perform as an FSTD Instructor the procedures and manoeuvres, as prescribed in Document SA-CATS-FCL 61, with a degree of competency appropriate to the privileges to be granted to the holder of the FSTD Instructor Authorisation.

(2) The skills test must be conducted -

(a) by a designated flight examiner, who must be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or

(b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements as a flight instructor, or by a person authorised in writing for the purpose by the Commissioner.

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

(4) The skills test must be conducted in an appropriate FSTD.

(5) If the applicant complies with the prescribed requirements, the examiner must -

(a) sign the appropriate page of the authorisation of such holder;

(b) endorse the logbook of such holder; and

(c) complete the appropriate form as per Document SA-CATS-FCL 61 and submit the form to the Commissioner.

Application for an FSTD Instructor Authorisation

61.22.4 (1) An application for an FSTD Instructor Authorisation 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) proof that the applicant has been the holder of a Commercial Pilot Licence or Airline Transport Pilot Licence in the appropriate category if not currently holding such pilot licence;

(b) proof of holding or having held an instrument rating if the applicant is to conduct training towards an instrument rating;

(c) a certified summary of the applicant's logbook or logbooks reflecting his or her pilot flying hours and the flight simulation training device hours; and

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

(3) The Commissioner must issue an FSTD Instructor Authorisation in the appropriate form as prescribed in Document SA-CATS-FCL 61, if the applicant complies with the prescribed requirements.

Period of validity for an FSTD Instructor Authorisation

61.22.5 An FSTD Instructor Authorisation shall be valid for a period of three years calculated -

(a) from the date of issue or reissue of the Authorisation; or

(b) from the date of expiry of the Authorisation if such Authorisation is revalidated.

Privileges and limitations of an FSTD Instructor Authorisation

61.22.6 (1) No person at a Part 141 approved aviation training organisation may conduct training in a flight simulation training device (FSTD) towards obtaining a

licence or a rating, or for the purposes of prescribed recurrent or refresher training, unless he or she is the holder of a valid -

- (a) FSTD Instructor Authorisation appropriate to the aircraft category and level of qualification of the FSTD in which the training is conducted; or
- (b) flight instructor rating and endorsements appropriate to the training to be given in the FSTD and who has been trained, to the satisfaction of the Part 141 aviation training organisation, to provide instruction in the FSTD to be utilized; and has been trained in the techniques required to give instruction in an FSTD.

(2) An FSTD Instructor Authorisation may be issued for any of the following courses in aeroplanes or helicopters -

- (a) training towards type ratings and class ratings for which there is an approved FSTD;
- (b) instrument flight training;
- (c) recurrent training;
- (d) refresher training;
- (e) multi-crew cooperation (MCC) training; and
- (f) other training.

(3) The holder of an FSTD Instructor Authorisation has a responsibility of properly maintaining a logbook detailing all training undergone and conducted, and also showing all flights as an observer.

(4) The holder of an FSTD Instructor Authorisation, whilst conducting training in an FSTD, must produce the Authorisation when requested by an authorised officer, inspector, or authorised person.

Revalidation of an FSTD Instructor Authorisation

61.22.7 (1) To revalidate an FSTD Instructor Authorisation, the holder of the Authorisation must-

- (a) within the 12 months immediately preceding the date of expiry of such Authorisation -
 - (i) have conducted a type rating, refresher, recurrent, instrument rating or multi-crew co-operation (MCC) training course;
 - (ii) have completed an exercise of at least one hour duration in the role of Pilot Flying (PF) in the FSTD comprising at least two approaches and, where applicable, two take-offs and landings; and

- (iii) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft; and
 - (b) within the 90 days immediately preceding the date of expiry of such Authorisation, have successfully undergone the skills test referred to in regulation 61.22.3.
- (2) If the result of the skills test contemplated in sub-regulation (1)(b) reveals that the holder of the Authorisation has failed to maintain the minimum standard required for exercising the relevant privileges, the examiner must -
- (a) report such result to the Commissioner; and
 - (b) not sign the appropriate page of the Authority.
- (3) The holder of the FSTD Instructor Authority must be suspended with immediate effect if the holder fails the revalidation skills test, until such time that the holder passes the revalidation test.

Reissue of an FSTD Instructor Authorisation

61.22.8 (1) The holder of an FSTD Instructor Authorisation that has expired may apply to the Commissioner for the reissuing of the expired Authorisation.

(2) The Commissioner must re-issue the expired Authorisation if the applicant complies with the requirements for an FSTD Instructor Authorisation.

61.3. Motivation

Sub-part 22 in its current format is unmanageable and cannot be regulated by the authority.

62. PROPOSAL TO AMEND REGULATION 61.30.1 OF THE REGULATIONS

62.1. It is hereby proposed to amend Regulation 61.30.1 of the Regulations by the substitution in sub-regulation (1) for paragraphs (a), (c), and (d) of the following paragraphs:

- “(a) hold at least a valid Private Pilot Licence (Aeroplane) with a minimum of 60 hours pilot-in-command of aeroplanes;
- (c) have acquired suitable experience that includes at least completion of 10 tug operations (that includes towing different weight class gliders, exposure to glider pilot aerotow training manoeuvres, aerotow upset training and aerotow emergencies) under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner; and
- (d) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose

in writing by the Commissioner, the proficiency to act as pilot-in-command of a tug aeroplane whilst having a glider in tow.”.

62.2. Current Regulation

- (a) hold at least a valid Private Pilot Licence (Aeroplane);
- (c) have acquired suitable experience that include at least completion of 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner; and
- (d) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Commissioner, the ability to act as pilot-in-command of a tug aeroplane whilst having an aircraft in tow.

62.3. Motivation

- (a) It is necessary to add some words, namely” with a minimum of 60 hours pilot-in-command of aeroplanes” in sub-regulation (1))(a).
- (b) In sub-regulation (1)(c) a grammatical change is effected and a qualification is added to the tug operation requirements..
- (c) In sub-regulation (1))(d) the word “proficiency” replaces the word “ability”.

63. PROPOSAL TO AMEND REGULATION 61.36.1 OF THE REGULATIONS

63.1. It is hereby proposed to amend Regulation 61.36.1 of the Regulations by –

- (a) the insertion in sub-regulation (1) after paragraph (d) of the following paragraphs:
 - “(e) Authorised Officer (AO);
 - (f) Designated Test Pilot Examiner (DTPE).”;
- (b) the substitution for sub-regulation (5) of the following sub-regulation:

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

(b) The Commissioner may approve an OFE for a period of up to 12 months where that person already holds an examiner rating and is in the employ of an approved Type Rating Training Organisation (TRTO).”;
- (c) the substitution for sub-regulation (6) of the following sub-regulation:

“(6)The Commissioner must issue the designation referred to in sub-regulation (5) in writing.”;

- (d) the substitution in sub-regulation (7) for paragraph (b) of the following paragraph:

“(b) hold at least a valid Commercial Pilot Licence in the applicable category of aircraft); and”.

63.2. Current Regulation

(5) In order to provide for exceptional circumstances, the Commissioner may, on written application, approve a national of a Contracting State to act as an Official Flight Examiner (OFE), for a period not exceeding 90 days, for the purposes of instrument rating revalidations, class and type rating revalidations, initial type ratings or differences training. The OFE shall comply with the validation requirements of regulation 61.01.14.

(6) The Commissioner must issue the designation referred to in sub-regulation (5) in writing, subject to the payment of relevant fee referred to in Part 187.

- (7)(b) hold at least a valid Commercial Pilot Licence (Aeroplane or Helicopter, as applicable); and

63.3. Motivation

- (a) It is required to insert paragraphs (e) and (f) into the sub-regulation
- (b) The provision relating to the validation requirements for an OFE is deleted in sub-regulation (5), as it is not applicable. The Commissioner may also now approve OFE for a period not exceeding 12 months on certain conditions as per paragraph (a) thereof.
- (c) The part of sub-regulation (6), relating to the payment of fees, has been deleted as the designation process does not incur payment of any fees.
- (d) The wording of sub-regulation (7)(b) has been changed to make it more clear.

64. PROPOSAL TO AMEND REGULATION 61.36.3 OF THE REGULATIONS

64.1. It is hereby proposed to amend Regulation 61.36.3 of the Regulations by –

- (a) the substitution in sub-regulation (6) for paragraph (a) of the following paragraph:

“(a) hold at least a valid Commercial Pilot Licence (Helicopter) with current night and flight Grade II instructor ratings;”;

- (b) the substitution in paragraph (b) of sub-regulation (6) for subparagraph (i) of the following subparagraph:

“(i) 50 hours must be accumulated at night; and”;

- (c) the substitution in sub-regulation (7) for paragraph (a) of the following paragraph:
 - “(a) hold at least a valid Commercial Pilot Licence (Helicopter) with current night and Grade II flight instructor ratings;”;
- (d) the substitution in sub-regulation (9) for paragraph (a) of the following paragraph:
 - “(a) hold a valid Airline Transport Pilot Licence (Helicopter) and valid instrument and Grade II flight instructor ratings;”;
- (e) the substitution in paragraph (b) of sub-regulation (9) for subparagraphs (i) and (ii) of the following subparagraphs:
 - “(i) 500 hours must be accumulated in multi-engine helicopters;
 - “(ii) 300 hours must be accumulated in a multi-crew environment;”.

64.2. Current Regulation

- (6)(a) hold at least a valid Commercial Pilot Licence (Helicopter) with current night and flight instructor ratings;
- (6)(b) (i) 50 hours accumulated at night; and
- (7) (a) hold at least a valid Commercial Pilot Licence (Helicopter) with current night and flight instructor ratings;
- (9) (a) hold a valid Airline Transport Pilot Licence (Helicopter) and valid instrument and flight instructor ratings;
- (b) have accumulated, in helicopters, not less than 3 000 flying hours, of which at least -
 - (i) 500 hours accumulated in multi-engine helicopters;
 - (ii) 300 hours accumulated in a multi-crew environment;

64.3. Motivation

- (a) In sub-regulation (6)(a) it is necessary to refer to a Grade II instructor rating.
- (b) In sub-regulation (6)(i) the insertion of certain words is required to provide more clarity.
- (c) In sub-regulation (7)(a) it is necessary to refer to a Grade II instructor rating
- (d) In sub-regulation (9)(a) it is necessary to refer to a Grade II instructor rating
- (e) In sub-regulation (9)(b)(i) and (ii) the insertion of certain words is required to provide more clarity.

65. PROPOSAL TO AMEND REGULATION 61.36.4 OF THE REGULATIONS

65.1. It is hereby proposed to amend Regulation 61.36.4 of the Regulations by –

- (a) the substitution in sub-regulation (1) for paragraphs (a), (c) and (d) of the following paragraphs:
 - “(a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
 - (c) proof of the applicant having successfully attended the flight examiner assessment course as prescribed in paragraph (e) of sub-regulation 61.36.2(1);
 - (d) proof of the applicant having passed the examiner designation acceptance test as prescribed in paragraph (f) of sub-regulation 61.36.2(1);”;
- (b) the substitution for sub-regulations (2) and (3) of the following sub-regulations:
 - “(2) An application that contained any false or misleading information, including any supporting documentation, must be disqualified.
 - (3) If any false or misleading information comes to light, subsequent to the approval of the application, the must be suspended or designation withdrawn as prescribed in this Part.”.

65.2. Current Regulation

- (1) An application for designation as flight examiner must be made to the Commissioner on the form prescribed in Document SA-CATS-FCL 61 and must be accompanied by –
 - (a) original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
 - (b) proof of holding the required valid licence;
 - (c) original or certified proof of the applicant having successfully attended the flight examiner assessment course as prescribed in paragraph (e) of sub-regulation 61.36.2(1);
 - (d) original or certified proof of the applicant having passed the examiner designation acceptance test as prescribed in paragraph (f) of sub-regulation 61.36.2(1);
 - (e) motivation as to why the applicant believes he or she should be considered for designation; and
 - (f) the applicable fee as prescribed in Part 187.
- (2) The application containing any incorrect, false or misleading information, including in respect of any supporting documentation, must be disqualified.

(3) If any incorrect, false or misleading information comes to light, subsequent to the approval of the application, the designated flight examiner must be suspended or the designation withdrawn as prescribed in this Part.

65.3. Motivation

- (a) In sub-regulation (1)(a) a word is inserted at the beginning of the sentence.
- (b) In sub-regulations (1)(c) and (d) certain words are removed as they are regarded as necessary.
- (c) In sub-regulations (2) and (3) grammatical changes are effected.

66. PROPOSAL TO AMEND REGULATION 61.36.6 OF THE REGULATIONS

66.1. It is hereby proposed to amend Regulation 61.36.6 of the Regulations by the substitution for sub-regulation (3) of the following sub-regulation:

“(3) The designation of an applicant is at the discretion of the Commissioner and is dependant on the applicant having attended at least one designated flight examiners conference or workshop under the auspices of the Civil Aviation Authority during the preceding 12 months and having been subject to the oversight prescribed in regulation 61.36.7.”.

66.2. Current Regulation

(3) Designation of applicants is at the discretion of the Commissioner and is dependant on having attended at least one designated flight examiners conference/workshop under the auspices of the Civil Aviation Authority during the preceding 12 months and has been subject to the oversight prescribed in regulation 61.36.7.

66.3. Motivation

In sub-regulation (3) grammatical changes are effected.

67. PROPOSAL TO AMEND REGULATION 61.36.8 OF THE REGULATIONS

67.1. It is hereby proposed to amend Regulation 61.36.8 of the Regulations by –

- (a) the substitution in sub-regulation (2) for paragraphs (a) and (b) of the following paragraphs:
 - “(a) In the case of a DFE III(A): to conduct the skills tests for the revalidation of licences, instrument ratings and proficiency checks and initial type ratings for in-house company-specific (Airline or Operator) testing of full-time employees of the company only, provided that he or she has the appropriate flight instructor endorsements, and meets the appropriate requirements;
 - (b) In the case of a DFE III(H): to conduct the skills tests for the revalidation of licences, instrument ratings and proficiency checks

and initial type ratings for in-house company-specific testing of full-time employees of the company only, provided that he or she has the appropriate flight instructor endorsements, and meets the appropriate requirements;”;

- (b) the substitution in paragraph (d) of sub-regulation (2) for sub-paragraph (ii) of the following subparagraph:
 - “(ii) the issue, revalidation or reissue of instrument ratings, flight instructor ratings, and of type ratings for single-pilot, single-engine helicopters with a maximum certificated mass in excess of 3 175 kg, for multi-engine helicopters, and for helicopters requiring a flight crew of more than one pilot, provided he or she has the appropriate flight instructor endorsement, and meets the appropriate requirements; and”;
- (c) the substitution for sub-regulation (3) of the following sub-regulation:
 - “(4) “The examiner is not required to hold a valid medical certificate when conducting training in a FSTD,”
- (d) the substitution in sub-regulation (5) for paragraphs (a), (c) and (d) of the following paragraphs:
 - “(a) When a test is to be conducted in a piston engine aeroplane (single- or multi-) having a maximum certificated mass of 5 700 kg or less, or in a helicopter with a MCM of 3175 kg or less, as the case maybe, and if the DFE is not rated on such aircraft, the pilot to be tested must have a valid licence and be appropriately rated to act as pilot-in-command on the aircraft;
 - (c) For the purposes of conducting an instrument rating revalidation in an aircraft certified for multi crew operation, and where the DFE is not rated on the aircraft, the aircraft crew must comprise of two appropriately licensed pilots, where in such case, the test is assessed by the DFE, not occupying a pilot seat;
 - (d) The DFE, when occupying a pilot seat as examiner in an aeroplane with a maximum certificated mass in excess of 5 700 kg or a helicopter with a MCM of more than 3175 kg as the case may be, shall hold a valid type rating for the aircraft in which the test is being carried out.”.
- (e) the correction of numbering of sub-regulations starting from the second sub-regulation (2) which becomes sub-regulation (3) and the subsequent sub-regulations renumbered to (4), (5), (6) respectively.

67.2. Current Regulation

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

- (a) In the case of a DFE III(A): to conduct the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-

specific testing of full-time employees of the company only, provided that he or she has the appropriate flight instructor endorsements, and meets the appropriate requirements;

- (b) In the case of a DFE III(H): to conduct the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of full-time employees of the company only, provided that he or she has the appropriate flight instructor endorsements, and meets the appropriate requirements;
- (d) In the case of a DFE II(H): to exercise the privileges of a DFE III(H), and to conduct the skills tests/proficiency checks for –
 - (i) the issue, revalidation or reissue of Private and Commercial Pilot Licences (Helicopter);
 - (ii) the issue, revalidation or reissue of night ratings, instrument ratings, flight instructor ratings, and of type ratings for single-pilot, single-engine helicopters with a maximum certificated mass in excess of 3 175 kg, on multi-engine helicopters, and on helicopters requiring a flight crew of more than one pilot, provided he or she has the appropriate flight instructor endorsement, and meets the appropriate requirements; and
 - (iii) the revalidation of FSTD instructor authorisations (helicopter), provided he or she holds a valid FSTD instructor authorisation (helicopter);
- (3) Where a designated flight examiner exercises the privileges of his or her designation as an observer in flight or in an FSTD, and not as a required flight crew member, the holder is not required to hold a valid medical certificate.
- (5) A flight test or proficiency check may be conducted by a designated flight examiner (DFE) under the following conditions:
 - (a) When a test is to be administered in a piston engine aeroplane (single- or multi-) having a maximum certificated mass of 5 700 kg or less, or in a helicopter, as the case maybe, and if the DFE is not rated on such aircraft, the pilot to be tested must have a valid licence and be appropriately rated to act as pilot-in-command on the aircraft;
 - (b) In the case where the test is to be executed in aircraft that require a single-engine turboprop class rating or type rating to be endorsed in the pilot licence, the DFE must be instructor rated in that class or type of aircraft;
 - (c) For the purposes of conducting an instrument rating revalidation in an aircraft certified for multi crew operation, and where the DFE is not rated, the aircraft crew must comprise of two appropriately licensed pilots, where in such case, the test is assessed by the DFE, not occupying a pilot seat;

- (d) The DFE, when occupying a pilot seat as examiner in an aircraft with a maximum certificated mass in excess of 5 700 kg shall hold a valid type rating for the aircraft in which the test is being carried out.

67.3. Motivation

- (a) In sub-regulation (2)(a) certain words are added to provide more clarity and to make provision for skills tests for the revalidation of inter alia licences, and initial type ratings for "in-house company –specific (Airline or Operator) testing
- (b) In sub-regulation (2)(b) certain words are added to provide more clarity and to make provision for skills tests for the revalidation of inter alia licences, and initial type ratings
- (c) In sub-regulation (2)(d)(ii) the words "night ratings" are deleted and a grammatical change effected.
- (d) In sub-regulation (3) a grammatical change is effected.
- (e) In sub-regulation (5) a grammatical change is effected and the maximum MCM of helicopters stated.
- (f) In sub-regulation (8)(c) required words are inserted.
- (g) In sub-regulation (8)(d) a grammatical change is effected and the MCM of helicopters stated.
- (h) The entire sub regulation is incorrectly numbered.
- (i) The new sub regulation (4) incorrectly allows an examiner without a medical certificate to conduct skills testing.

68. PROPOSAL TO AMEND REGULATION 61.38.1 OF THE REGULATIONS

- 68.1.** It is hereby proposed to amend Regulation 61.38.1 of the Regulations by the substitution in sub-regulation (1) for paragraph (e) of the following paragraph:

- "(e) have passed the skills test demonstrating to an aerobatics examiner, as appointed by an approved or designated aerobatics sport controlling body and ratified by the Commissioner, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner."

68.2. Current Regulation

- (e) passed the skills test demonstrating to an aerobatics examiner, as appointed by an approved or designated aerobatics sport controlling body and ratified by the Commissioner, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner.

68.3. Motivation

In sub-regulation (1)(e) a grammatical change is effected.

69. PROPOSAL TO AMEND REGULATION 183.00.3 OF THE REGULATIONS

- 69.1.** It is hereby proposed to amend Regulation 183.00.3 of the Regulations by the insertion of the following sub-regulation after sub-regulation (8):

“(8A) Applicants who can show proof of having attended ground school in accordance with this syllabus as incorporated into the technical standards of the Civil Aviation Regulations, 1997, and who have not gained an examination credit prior to 31 December 2008, will be allowed to enter for examinations on this syllabus until 31 December 2009.”.

69.2. Current Regulation

Does not exist

69.3. Motivation

It is a transitional arrangement to accommodate applicants for a pilot licence who have attended ground school but who have gained examination credits prior to 31 December 2009.

70. PROPOSAL TO AMEND REGULATION 187.00.9 OF THE REGULATIONS

- 70.1.** It is hereby proposed to amend Regulation 187.00.9 of the Regulations by the insertion of the following sub-regulation after sub-regulation 187.00.9(B):

“**187.00.9 (C)** For examinations provided by the Commissioner in respect of any cabin crew member licence or rating, per subject –

| | |
|-------------------------------------|----------|
| (i) On-line PPL examinations | R40, 00 |
| (ii) All other on-line examinations | R210, 00 |
| (iii) Out-station (Hand written) | R315, 00 |

70.2. Current Regulation

Does not exist.

70.3. Motivation

The amendment is necessary to cater for online examinations conducted by the SACAA and accredited test centres for PPL, CPL and ATPL examinations

PROPOSAL FOR THE AMENDMENT OF REGULATION 187.00.6 OF THE CIVIL AVIATION REGULATIONS, 1997

SCHEDULE 2

A PROPOSER

South African Civil Aviation Authority
Private Bag X73
Halfway House
1685

B. PROPOSER'S INTEREST

The proposer has been established in terms of the South African Civil Aviation Act, 1998, (Act No. 40 of 1998), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

1. PROPOSAL TO AMEND REGULATION 187.00.6 OF THE REGULATIONS

- 1.1** It is hereby proposed to amend Regulation 187.00.6 by the insertion after paragraph (g) of the following paragraphs:

R

- “(h) For the allocation of special registration marks.....2 000, 00
(i) For the re-allocation of aircraft registration marks..... 2 000, 00”.

1.2 Current Regulation

No current regulation exists to provide for the proposed fees.

1.3 Motivation

This proposed amendment incorporates the fees for allocation of the same registration marks as originally borne by an aircraft and for the allocation of special registration marks.

**PROPOSAL FOR THE AMENDMENT OF REGULATION AND 187.00.15C OF THE
CIVIL AVIATION REGULATIONS, 1997**

SCHEDULE 3

1. PROPOSER

South African Civil Aviation Authority
Private Bag X73
Halfway House
1685

2. PROPOSER'S INTEREST

The proposer has been established in terms of the South African Civil Aviation Act, 1998, (Act No. 40 of 1998), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

3. PROPOSAL TO AMEND REGULATION 187.00.15C IN THE REGULATIONS

It is hereby proposed to amend regulation 187.00.15C by the addition after paragraph (d) of the following paragraphs:

- “(e) For a copy of the register of certified security screeners.....**R180.00**
- (f) For examination provided by the CAA in respect of security screener certification, per subject:
- (i) On line.....**R200.00**
- (ii) At CAA Examination centre.....**R290.00**
- (g) For remarking of examination in respect of security screener certificate, per subject.....**R280.00**
- (h) For the annual recertification of a security screener.....**R200.00**
- (i) For the validation of a security screener certification or equivalent document.....**R390.00**

3.2 CURRENT REGULATION

Does not exist.

3.3 MOTIVATION

The amendment is necessitated to amend the fees for Part 110.
