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PART 62: NATIONAL PILOT LICENSING

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SUBPART 1: GENERAL

Applicability

62.01.1 (1) This Part applies to –

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

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

Authority to act as pilot

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

- (a) holds a valid appropriate pilot licence and rating issued in terms of this Part; or
- (b) holds a valid pilot licence and rating in terms of this Part, Part 68 or Part 61; or
- (c) if the aircraft is of a foreign nationality, –
 - (i) holds a validated national pilot licence and rating in terms of 62.01.1(1)(b); or
 - (ii) Has obtained a special authority to fly in terms of Part 24.02.7(3) and
 - (iii) has obtained the permission of the Director or the body designated for the purpose in terms of Part 149, as the case may be.

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

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

Part 62 licences

62.01.3 Part 62 licences are –

- (a) a national pilot student licence; and
- (b) a national pilot licence.

Ratings for national pilots and national flight instructors

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

- (a) a category rating;
- (b) a class rating;
- (c) a type rating by name;
- (d) a rating for special purposes;
- (e) a pilot tandem rating for either a HG, PHG, PG, PPG or PPT; and
- (f) a tandem flight instructor rating for either a HG, PHG, PG, PPG or PPT;

Category ratings

62.01.5 The category ratings comprise –

- (a) conventionally controlled microlight aeroplanes (CCM);
- (b) weight-shift controlled microlight aeroplanes (WCM);
- (c) gyroplanes and gyrogliders (GYR)
- (d) hang-gliders, including powered hang-gliders (HG and PHG);
 - (i) Type 1, a foot launched hang-glider having a rigid primary structure with pilot weight-shift as the method of primary control;
 - (ii) Type 2, a foot launched hang-glider having a rigid primary structure with moveable aerodynamic surfaces as the method of control in at least two axes;
 - (iii) Type 3, a powered hang-glider listed in (i) or (ii) above fitted with a wheeled undercarriage, of which the wing must be a certified hang-gliding wing.
- (e) paragliders, including powered paragliders, powered paratrikes and powered parachutes (PG, PPG, PPT and PPC);
 - (i) Type 1, a foot launched paraglider;
 - (ii) Type 2, a foot-launched paraglider, and being flown with an engine attached to a pilot's back;
 - (iii) Type 3, a powered para-trike or powered parachute flown with an engine and fitted with a wheeled undercarriage or trike.

- (f) light sport aeroplanes(LSA); and
- (g) touring motor gliders(TMG).

Class ratings

62.01.6 The class ratings comprise –

- (a) in the case of CCM, WCM, GYR and LSA–
 - (i) land;
 - (ii) amphibian and sea;
- (b) in the case of GYR –
 - (i) gyrocopter;
 - (ii) gyrogliders;
- (d) in the case of hang-gliders –
 - (i) basic;
 - (ii) sport.
 - (iii) tandem pilot rating
- (e) in the case of PG, PPG, PPT and PPC –
 - (i) basic;
 - (ii) sport;
 - (iii) tandem pilot rating

Type ratings

62.01.7 (1) The type ratings for CCM, WCM, LSA, GYR and TMG comprise type ratings by name for these aircraft categories.

Ratings for special purposes

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

- (a) a banner tow rating;
 - (b) an aero-tug rating for towing gliders, or hang-gliders pilots;
 - (c) an agricultural pilot rating; and
 - (d) a national pilot professional rating;
- (2) National flight instructor ratings comprise –
- (a) in all categories
 - (i) a Grade C national flight instructor rating; or
 - (ii) a Grade B national flight instructor rating; or
 - (iii) a Grade A national flight instructor rating.

(b) in the categories hang-gliders and paragliders –

(i) tandem flight instructor rating

Period of validity

62.01.9 (1) A national pilot licence shall be valid for period of 2 years: Provided that the privileges of the licence shall not be exercised by the holder thereof unless they –

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

(2) A category, class or type rating by name or a rating for special purposes as applicable, shall be valid for as long as the national pilot licence itself remains valid, with the proviso that the privileges of the category, class or type rating shall not be exercised by the holder thereof unless they comply with the provisions of regulation 62.01,10

Maintenance of competency and recency

62.01.10 (1) The holder of a national pilot licence or rating shall not exercise the privileges granted by the licence or rating unless such holder maintains competency and recency by complying with the appropriate requirements prescribed in this part, and

- (a) have acted as PIC of an aeroplane in the applicable category for a minimum of 5 hours or 10 flights in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the category; or
- (b) has passed a skills test referred to in (a) with an appropriately rated flight instructor within 90 days immediately preceding the intended flight; and

(2)(a) The holder of a national pilot licence shall not exercise the privileges of that licence unless they have successfully passed a skills test in the same category of aircraft.

- (b) (i) The holder of a national pilot licence shall undergo a renewal skills test for each category rating they may hold no later than 12 months from the initial issue, and thereafter within a period of 24 months of each previous renewal skills test.
 - (ii) Notwithstanding (i) above, in the case of CCM and LSA, a renewal skills test on a LSA may be used for the renewal of a CCM rating, as endorsed by testing instructor based on the pilot's currency in the CCM category.
 - (iii) Notwithstanding (i) above, in the case of TMG and LSA, a renewal skills test on a LSA or TMG may be used for the renewal of a TMG and LSA rating, as endorsed by testing instructor subject to the pilot's currency in both the LSA or TMG category as prescribed in Document SA-CATS.

(c) In the case of hang-gliders and paragliders sport and basic ratings, the annual revalidation of the category rating may be considered sufficient to confirm proficiency without dual instruction. This may be performed by an approved safety officer or an appropriately rated instructor. If recency requirements are not met as per 62.07.10 and 62.08.10, a skills test shall be conducted by an Instructor.

(d) The renewal shall include a confirmation of knowledge on all subjects and knowledge of applicable regulations, CATS, NOTAMs, AICs and AIP's.

(e) The provisions of sub-regulations (6) and (7) shall apply with the necessary changes in respect of the annual renewal skills test.

(f) An application for the renewal of a national pilot's licence shall be submitted to the Director or the body designated for the purpose in terms of part 149 as the case may be.

(2) In the event of the maintenance of competency requirements of a NPL not being complied with, the holder of a NPL may automatically continue to exercise the privileges of a student's licence, subject to the requirements of flight authorisation by a flight instructor under an approved ATO or RATF.

(3) Where a pilot holds or held a licence issued in terms of this Part or a licence issued in terms of Part 61 or 68, they may exercise the privileges of a student's licence for the purpose of training towards a NPL category rating as per 62.01.8.

(4) Where the holder of a national pilot licence in a particular category who has not maintained competency by passing the renewal skills test in the same category of aircraft within the 24 months following the issue or renewal of such licence, he or she shall comply with the following requirements –

- (a) in the case of a holder of a NPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
 - (i) undergo sufficient theoretical and flight training at an approved ATO or RATF to reach the standard required for the renewal skills test of a NPL and meet the recency requirements to act as PIC; and
 - (ii) pass a renewal skills test, including a confirmation of knowledge on all theoretical subjects.

- (b) in the case of a holder of a NPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to:
 - (i) rewrite the air law examination and any examinations required for an initial licence which have not been previously passed;
 - (ii) undergo sufficient theoretical and flight training at an approved ATO to reach the standard required for the skills test of a NPL and meet the recency requirements to act as PIC; and
 - (iii) pass a renewal skills test, including a general confirmation of knowledge on all theoretical subjects.

- (c) in the case of a holder of a NPL where the maintenance of competency has lapsed by more than 60 months he or she shall be required to –
- (i) rewrite the Air Law examination and any examinations required for an initial licence which have not been previously passed;
 - (ii) undergo sufficient theoretical and flight training at an approved ATO to reach the standard required for the renewal skills test of a NPL and meet the recency requirements to act as PIC; and
 - (iii) undergo a navigation planning exercise and a triangular dual navigation flight of 90 minutes or more including one full stop landing at a point other than departure or final destination, and
 - (iv) pass an initial skills test, including a general confirmation of knowledge on all theoretical subjects.

(5) The skills test referred to in sub-regulation (2) may be conducted by a grade A or B national flight instructor who is the holder of the appropriate category, class or type rating.

(6) The skills test referred to in sub-regulation (2) shall consist of a skills test without the need for a cross country flight test as defined in Document SA-CATS 62, to be conducted in an aircraft of the same category for which he or she is licensed. In the case of hang-gliders and paragliders the skills test may not be a requirement, where the pilot has met currency requirements.

(7) (a) The person conducting the skills test shall enter the outcome of the skills test in the pilot's logbook and sign it accordingly, and the pilot shall submit the relevant test report to the Director, or to the body designated for the purpose in terms of Part 149, as the case may be. The following rules shall apply –

- (i) In the event of circumstances interrupting a skill or renewal skills test, then a Notice of Discontinuance shall be issued. This notice will allow an applicant to complete those aspects of the test not yet assessed within a period of 30 days. The notice shall accompany the relevant skills test report and application. Failure to continue the test within this period shall result in the entire test being repeated.
- (ii) If the skills test or renewal skills test is conducted within 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the date of expiry.
- (iii) If the skills test or renewal skills test is conducted more than 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the last day of the month in which the test or check was conducted.
- (iv) No flight test shall be conducted before successful completion of any applicable theoretical examination.
- (v) The navigation element of the skills test for the issuing of a NPL may be conducted as a separate flight within a maximum period of 14 days.

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

shall submit the test report to the Director, or the designated body in terms of Part 149, as the case may be.

(8) Where a pilot fails a skills test –

- (a) the pilot must undergo remedial training with a flight instructor, other than the person who conducted such skills test, before submitting themselves for a re-skills test
- (b) no retest shall be conducted without a letter of recommendation by the flight instructor referred to in paragraph (a).

(9) Recency, the holder of a national pilot licence shall not act as PIC:

- (a) where the pilot has not operated an aircraft as PIC in the preceding 6 months of an aircraft in a particular category and where the licence and category are still valid, they shall undergo a dual check with any appropriately rated flight instructor. The dual check shall comprise of a minimum of two take offs and landings in an aircraft in the same type and category. The dual check shall be endorsed in the pilot's logbook;
- (b) if transporting a passenger unless such pilot has within the 90 days immediately preceding the flight on which a passenger is to be carried, has executed not less than three take-offs and landings in an aircraft in the same type and category.

Skills test and confirmation of knowledge

62.01.11 (1) Skills test shall be;

- (a) an initial skills test which shall include;
 - (i) a practical flight test as defined in Document SA-CATS 62 of which the duration of the flight shall be not less than 60 minutes; and
 - (ii) a triangular navigational skills test including navigational planning as defined in Document SA-CATS 62 of a duration of not less than 90 minutes which includes a full stop landing at a point other than the point of departure or final destination without the use of a GPS.
- (b) a renewal skills test which shall include.
 - (i) a practical flight test as defined in Document SA-CATS 62 of which the duration of the flight shall be not less than 60 minutes.
 - (ii) a comprehensive evaluation and confirmation of a student's or pilot's knowledge and understanding of flight and navigation planning, pre-flight preparation and inspections, radiotelephony procedures, taxiing, pre- and post take-off and landing procedures, general flying and emergency procedures including airmanship as defined in Document SA-CATS 62 , and

- (ii) Notwithstanding (b) above, where a pilot demonstrates exceptional skill, knowledge and experience, and has maintained a high level of recency, prior to a renewal skills test, the testing instructor may reduce the duration of the practical flight test to not less than 40 minutes, together with a written motivation why in the opinion of the testing instructor the pilot being tested was awarded a reduced duration of practical flight testing.
 - (iii) Where time does not permit it, the requirements in (b) (i) and (ii) above may be conducted in two parts within a period not exceeding 14 days,
 - (iv) The results of the evaluation and test in (i) and (ii) above shall be submitted together with the application forms to the Director or body designated in terms of art 149 as the case may be.
- (2) (a) The holder of a national pilot licence shall pay annually the applicable currency fee as prescribed in Part 187 on the anniversary date of his or her licence.
- (b) The fee shall be paid to the Director, or to the body designated for the purpose in terms of Part 149, as the case may, and shall be accompanied by a summary of his or her logbook for the previous 12 months.
- (c) The summary shall be in the format prescribed in Document SA-CATS 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarised.

Failure to maintain minimum standards

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

(b) The Director or the body designated for the purpose in terms of Part 149, as the case may be, may then require the person to undergo, remedial training and a skills test with a designated examiner including all or some of the theoretical knowledge examinations by a specified date prescribed in this Part in respect of such licence or rating.

(2) Should the skills tests or examinations, referred in sub-regulation (9), show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Director or the body designated for the purpose in terms of Part 149, as the case may be, shall suspend the holder from exercising all or any of the privileges of that licence or rating until such time as the holder can show that he or she is again able to meet the skills and theoretical knowledge requirements for that licence or rating.

(3) If the person, who has been duly notified in terms of sub-regulation (8), fails without reasonable cause to present himself by the specified date to undergo the test or examination prescribed, their standard shall be deemed to be below that required for the licence or rating concerned and the provisions of sub-regulation (12) shall apply.

(4) The holder of a lapsed or expired pilot licence issued in terms of Part 61, Part 62 or Part 68, or where such holder may not exercise the privileges of his or her licence due to non-compliance with the currency or recency requirement, may for the purpose of renewing their

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

Medical fitness

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

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

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

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

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

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

(a) not exercise the privileges of that licence –

(i) unless that person –

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

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

(ii) while he or she is aware of having a medical deficiency that would make him or her unable to meet the medical standards for his or her medical certificate or medical fitness certificate, until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67 (in the case of the holder of a medical certificate, referred to in sub-regulation (1), or by a general medical practitioner (in the case of the holder of a medical fitness certificate, referred to in sub-regulation (2).

Language

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

Logging of flight time

62.01.14 (1)(a) The holder of a national pilot licence shall maintain a true and accurate record of all his flight time and instruction time.

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

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

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

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

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

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

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

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

(6) The holder of a national student pilot licence may log as solo flight time only the flight time when the student is the sole occupant and PIC of the aircraft.

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

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

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

Crediting of flight time and theoretical knowledge

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

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

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

Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

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

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

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

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

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

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

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

(c) The privileges of the validated foreign licence may not be exercised in professional aerial work, recreational adventure flights or general air transport operations.

(3) The Director or the body designated for the purpose in terms of Part 149, as the case may be, may if deemed necessary, require an applicant for a validation to undergo additional theoretical or practical assessments with a designated examiner to ensure compatibility with the relevant South African licensing standards.

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

62.01.17 (1) The holder of a licence or rating, similar to, or higher than, a national pilot licence issued in terms of this Part 61, Part 62 or part 68 or equivalent issued by or on behalf of the appropriate authority of a State, who desires to exercise the privileges of such licence or rating

as PIC of a South African registered aircraft, may apply to the Director or the body designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form, for the recognition and validation of such pilot licence or rating.

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

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

or for any reasons determined by the Director or body designated for the purpose in terms of part 149, as the case may be, other than failing a skills test, a competency test, or a theoretical knowledge test.

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

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

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

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

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

- (a) the appropriate fee as prescribed in Part 187;
- (b) a certified copy of the pilot licence and rating to which the validation refers;
- (c) a certified copy of a valid medical certificate or valid medical fitness certificate;
- (d) a certified copy of the radiotelephony certificate (if applicable), or, in the case where the State does not prescribe such certificate for its licence holders, certified proof that the applicant has passed a practical skills test with an approved radiotelephony examiner;
- (e) a summary of the applicant's logbook, certified by the applicant to be a true reflection of the hours flown; and
- (f) any other document that may have been prescribed in Document SA-CATS 62 or as required by the Director or the body designated for the purpose in terms of Part 149 –

(6) The minimum knowledge, experience and skill requirements for the issue of a certificate of validation for the various pilot licences and ratings are those prescribed for the South African national pilot licence and associated ratings in Document SA-CATS 62.

(7) The required skills test shall be undertaken in an aircraft of the class or type, appropriate to the national pilot licence category for which a certificate of validation is sought.

(8) The holder of a validation issued by the Director or the body designated for the purpose in terms of Part 149 shall comply with all the applicable provisions prescribed in these regulations.

(9) None of the privileges of an additional rating may be exercised in terms of the certificate of validation before the appropriate authority as applicable has endorsed such privileges on the applicant's foreign pilot's licence, however, due regard shall be given to the provision of regulation 62.01.14(2)(c).

(10) The period of validity of a certificate of validation issued by the Director or the body designated for the purpose in terms of Part 149, as the case may be, shall be the lesser of –

(a) twelve months calculated from the date of issue of such certificate of validation by the Director or the organisation designated for the purpose in terms of Part 149; or

(b) the period of validity of the pilot licence and rating to which the validation applies.

(11) In exceptional cases such as demonstration flights, skills development or specific instruction on aircraft or types new to or where no suitable pilot or instructor is rated in the Republic, the Director or the body designated for the purpose in terms of Part 149, as the case may be, may consider the recognition or validation of a foreign licence or foreign instructor to meet short-term operational requirements by exempting the applicant from all or some of the requirements of this Part, subject to conditions set by the Director or body designated for the purpose in terms of Part 149, as the case may be, for the particular situation.

Conversion of a foreign pilot licence and ratings

62.01.18 (1) The holder of a valid South African validation issued in terms of this part may apply for the conversion of their licence to a NPL, without having to pass the theoretical knowledge or practical skills tests required by Part 62 provided that –

- (a) the validation had been held for an uninterrupted period of 2 years or more, and
- (b) the holder has acquired not less than 100 hours flight time in the two years referred to in paragraph (a) above.

(2) The application for the issuing of a South African NPL or any rating on the strength of a foreign pilot licence or rating must be made in the prescribed form and the applicant must meet all the requirements laid down in sub-regulation (3).

(3) Notwithstanding sub-regulations (1) and (2), an applicant applying for the conversion of his or her foreign pilot licence must attach to his application the following documentation-

- (a) a letter of motivation for conversion of the licence;
- (c) his or her logbook containing -
 - (i) the last 12 months' summary;
 - (ii) endorsements of all class or type ratings; and
 - (iii) endorsements of the last revalidation of his licence, class or type ratings;

- (d) their licence; and
- (e) a valid South African medical certificate, as applicable.

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

- (i) Air Law
- (ii) Meteorology
- (iii) Navigation.

Training for the conversion of a licence, rating or validation

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

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

(6) The applicant for the conversion of a licence shall be required to undergo a skills test with a Grade A or B flight instructor who has been approved for the purpose by the CFI of the ATO or RATF.

Documentation

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

Register of licences

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

(2) The register shall contain the following particulars:

- (a) The full name of the holder of the licence;
- (b) date of birth;
- (c) the postal and residential address of the holder of the licence;
- (d) the number of the licence;
- (e) the date on which the licence was issued or validated;
- (f) particulars of the ratings held by the holder of the licence;
- (g) the nationality of the holder of the licence; and
- (h) in the case of a validation, the authority that issued the validated licence or rating.

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

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

Aviation training providers

62.01.21 (a) All *ab initio* training, remedial training, foreign validations, type conversions and renewal skills tests and skills tests required by this Part shall be provided only by the holder of an ATO or RATF approval issued in terms of Part 141 or Part 51.

(b) Notwithstanding (a) type conversions and renewal skills tests may be performed by a grade A or B instructor or a designated examiner approved for the purpose by the Director or body designated for the purpose in terms of Part 149 as the case may be, away from base without an approved ATO or RATF on receipt of a written application as per Document SA-CATS 62.

Payment of currency fee

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

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

Radiotelephony certificates

62.01.23 (a) A holder of a national pilot licence may be required to be the holder of a radiotelephony operators certificate as contemplated in section 31 of the Electronic Communications Act, 2005 (Act No. 36 of 2005). The radiotelephony operator's certificate shall be issued as an endorsement on the NPL license document by the Director or the body designated for the purpose in terms of Part 149, as the case may be.

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

SUBPART 2: NATIONAL PILOT STUDENT LICENCE

Requirements for the national pilot student licence

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

(a) be not less than 16 years of age, providing written consent has been obtained from the applicant's legal guardian where the applicant has not yet reached an age of majority (18 years of age), except as provided for in sub-regulation (2);

(b) (i) hold a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67; or

(ii) in the case of hang-gliding or paragliding, hold a medical fitness certificate, dated not less than three months before the date of application;

(c) have successfully completed the training referred to in regulation 62.02.2; and

(d) have passed the theoretical knowledge examination referred to in regulation 62.02.3.

Comment [P1]: Risk age of majority, what about solo flight

(2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a national pilot student licence in the category hang-glider and paraglider shall be not less than 16 years of age, providing written consent has been obtained from the applicant's legal guardian where the applicant has not yet reached an age of majority.

Comment [P2]: Risk age of majority

Practical Training

62.02.2 An applicant for the issuing of a national pilot student licence shall have undergone:

- (a) basic training on pre-flight inspections; and
- (b) basic training on airmanship and safe conduct around aircraft and airfields; and
- (c) an introductory air experience flight.

Theoretical knowledge examination

62.02.3 (1) Prior to a student pilot performing their first solo flight they shall have completed the following:

- (a) have in their possession their national pilot student licence
- (b) passed a written aircraft technical test on the category and type of aircraft being used for training;
- (c) passed a written pre-solo test which shall include basic air law appropriate to student national pilot;
- (d) passed a written test on the local rules appropriate to the airfield in use as well as the surrounding areas; and

(2) Notwithstanding the above, in the case of paragliders and the powered derivatives thereof they will have to comply with the requirements in Document SA-CATS 62.

(3) Notwithstanding the above, in the case of hang-gliders and the powered derivatives thereof they will have to comply with the requirements in Document SA-CATS 62.

Certificate of competency

62.02.4 (1) If the student pilot, in terms of these Regulations, is required to operate radio apparatus while flying solo, a national pilot student licence may be issued to the applicant who is not in possession of a radiotelephony certificate of competency (aeronautical), provided that an endorsement as per Document SA-CATS is entered into the student pilot's logbook and signed by a Grade A or B flight instructor which shall state that:

- (a) the student pilot has undergone basic training in the use and procedures of the radio apparatus installed in the aircraft in which they are being trained; and
- (b) passed an introductory written test on basic radiotelephony and emergency broadcast procedures
- (c) the student pilot is considered competent of operating such radio apparatus satisfactorily to undertake solo flights –
 - (i) within the circuit area of the aerodrome or approved site where the training flights originate and terminate;
 - (ii) within the associated general flying area of such aerodrome of approved site;
 - (iii) on cross-country flights.

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

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

Application for national pilot student licence

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

- (a) be made to the Director or the body, designated for the purpose in terms of Part 149, as the case may be, in the appropriate prescribed form; and
- (b) be accompanied by –
 - (i) an original or certified copy of –
 - (aa) the identity of the applicant; and
 - (bb) proof of the age of the applicant;
 - (ii) a valid medical certificate appropriate to the category of licence ultimately being trained for issued in terms of Part 67;
 - (iii) a certificate of competency referred to in regulation 62.02.4, or a valid radiotelephony operator's certificate;
 - (iv) certified copies of the applicant's passed examinations referred to in regulation 62.02.3 (b), (c) and (d)
 - (v) an application for the appropriate category and type rating;
 - (vi) one recent passport size photographs of the applicant; and
 - (vii) the appropriate fee prescribed in Part 187.

(2) (a) An application for the issuing of a national pilot student licence in the category hang-glider or paraglider shall be made to the Director or body designated for the purpose in terms of Part 149, as the case may be,

(b) Notwithstanding (a) above the application may be made via the approved ARO's administrative office and signed by the national flight instructor with the appropriate ratings and under whom the training will take place on the appropriate prescribed form, and accompanied by –

- (i) an original or certified copy of –
 - (aa) the identity of the applicant; and
 - (bb) proof of the age of the applicant;

- (ii) a completed medical fitness certificate in which the applicant confirms that they are medically fit for the intended training; and
- (iii) one recent passport size photographs of the applicant; and
- (iv) the appropriate fee prescribed in Part 187.

Issuing of national pilot student licence

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

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

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

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

Period of validity

62.02.7 (1) A national pilot student licence is valid for the period of one year from the date of issue.

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

- (a) is in the possession of a valid medical certificate, issued to him or her in terms of Part 67; and
- (b) has submitted a copy of the medical certificate to the licensing authority.

Privileges and limitations of national pilot student licence

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

- (a) in the category, class and type of aircraft in which he or she is undergoing training;
- (b) after being authorised thereto and while under supervision, as prescribed in sub-regulation (2);
- (c) without carrying any passengers;
- (d) in VMC by day only;

- (e) on a cross country flight after being authorised, other than an international flight.

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

(b) The authority to fly solo shall be approved by the holder of a grade A or B flight instructor rating in writing and the logbook has been endorsed to fly solo as per document SACATS 62 in their presence before such flight or sequence of flights is about to commence.

(3) A student national pilot shall not fly solo in the circuit unless they have successfully completed the practical and theoretical knowledge training and examinations as prescribed in Document SA-CATS 62, and their logbook has been endorsed to fly solo in the circuit.

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

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

(6) In the case of the holder of a national pilot student licence in the categories hang-glider or paraglider or powered derivatives thereof, the provisions of sub-regulation (2) shall be deemed to have been complied with when the student has reported to the flight instructor on site to undergo training under the instructors direct supervision in direct line of site in accordance with an approved training procedures manual.

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

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

SUBPART 3: NATIONAL PILOT LICENCE

Requirements for national pilot licence

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

- (a) hold a valid national pilot student licence, or a valid pilot licence issued in terms of Part 61 or Part 68;
- (b) hold a valid radiotelephony operator's certificate (aeronautical);

- (c)
 - (i) hold a valid Class 4 or higher class medical certificate issued in terms of Part 67, or
 - (ii) In the case of an application in the category hang-glider or paraglider, a valid medical fitness certificate;
- (d)
 - (i) be not less than 18 years of age
 - (ii) In the case of an application in the categories paraglider, hang-glider or powered derivatives thereof shall be not less than 18 years of age
- (e) qualify for the issue of at least one of the category ratings, referred to below:
 - (i) CCM; or
 - (ii) WCM; or
 - (iii) GYR; or
 - (iv) PG, PPG, PPT, PPC; or
 - (v) HG, PHG; or
 - (vi) LSA; or
 - (vii) TMG
- (f) have acquired the experience in the applicable category
- (g) have successfully completed the theoretical and practical flight training in the applicable category
- (h) have passed the theoretical knowledge examinations in the applicable category
- (i) have successfully passed the skills test in the applicable category.

Training

62.03.2 (a) An applicant for the issuing of an initial national pilot licence with a category, class and type rating shall have successfully completed the appropriate theoretical and practical flight training as prescribed in Document SA-CATS 62.

- (a) Theoretical training referred to in (a) shall be presented by an instructor, or a person approved by the approved ATO's or RATF's CFI for purposes of theoretical instruction.

Experience

62.03.3 (1) An applicant for the issuing of an initial category rating by name shall have completed not less than the following hours of flight time in the applicable category:

- (a) In the case of CCM 25 hours
- (b) In the case of WCM 25 hours
- (c) In the case of GYR 30 hours
- (d) In the case of LSA 35 hours
- (e) In the case of TMG 35 hours
- (f) In the case of HG or PHG the requirements as per document SA-CATS 62

- (g) In the case of PG, PPG, PPT or PPC the requirements as per document SA-CATS 62
- (2) In categories (a) to (e)
 - (a) (i) one dual navigational flight of a duration of not less than 45 minutes; and
 - (ii) one triangular dual instructional navigational flight of a duration of not less than 90 minutes, which includes a full stop landing at a point other than the point of departure or final destination; and
 - (b) In the case of GYR, LSA and TMG a minimum of one dual flight under instruction in controlled airspace and into and out of a controlled airport, this flight may be included in paragraph (a).
 - (b) a minimum of 12 hours shall be solo flight time, and shall include –
 - (i) one solo navigational flight of a duration of not less than 45 minutes; and
 - (ii) one triangular solo navigational flight of a duration of not less than 90 minutes, which includes a full stop landing at a point other than the point of departure or final destination;

Theoretical knowledge training and examination

62.03.4 (1) An applicant for the issuing of an initial national pilot licence with the applicable category, class and type rating shall have completed the theoretical training and passed the written examinations as prescribed in Document SA-CATS 62 in the following subjects:

- (a) Civil Aviation Regulations and Technical Standards; and
- (b) Aircraft Technical and General; and
- (c) Principles of Flight; and
- (d) Human Performance; and
- (e) Navigation; and
- (f) Meteorology; and
- (g) Radiotelephony; and
- (h) Category specific examination in one of the following:
 - (i) Conventional control for LSA and CCM; or
 - (ii) Weight shift control for WCM; or
 - (iii) Gyro for GYR; or
 - (iv) Motor gliding for TMG.

(2) The applicant must have passed all the theoretical knowledge examinations for NPL referred to in (1) within a period of 12 months of obtaining the first credit, and must have passed the final theoretical knowledge examination within 24 months preceding the skills test.

Skills test

62.03.5 (1) An applicant for the issuing of an initial national pilot licence with the applicable category rating shall have demonstrated the procedures and manoeuvres as prescribed in Document SA-CATS 62 to:

- (a) a valid Grade A or Grade B national flight instructor; or
- (b) a valid Grade I or Grade II Part 61 flight instructor with the appropriate category and type rating.

(2) The applicant shall pass the initial skills tests referred to in sub-regulation 62.01.11 within 12 months of passing the final theoretical knowledge examinations referred to in regulation 62.03.4 and within 60 days immediately preceding the date of application.

(3) The testing instructor referred to in (1) performing the initial skills tests in (2) shall not be the student's regular training flight instructor, or an instructor that has provided more than 5 hours of flight instruction to the applicant during the course of their training.

Application for national pilot licence

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

- (a) be made to the Director or to the body designated for the purpose in terms of Part 149, as the case may be, on the appropriate prescribed form within 60 days of passing the skills test; and
- (b) be accompanied by –
 - (i) copy of student licence or current foreign licence
 - (ii) certified copy of South African ID or passport
 - (iii) one color passport-sized photograph
 - (iv) original or certified copy of either a valid Class 4 or higher medical issued in terms of Part 67, or in the case of an application in the category hang-glider or paraglider, a valid medical fitness certificate;
 - (v) original or certified proof that the applicant meets the requirements for the issue of at least one of the category ratings which will include a copy of the logbook showing all training and an accurate summary of all hours flown.
 - (vi) the appropriate fee as prescribed in Part 187 or by the body designated for the purpose in terms of Part 149, as the case may be, provided that any fee set by the latter may not exceed those prescribed in Part 187; and
 - (vii) Signed copy of the skills test report as referred to in regulation 62.03.5 by Grade A or B instructor.

Issuing of national pilot licence

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

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

Privileges and limitations of the national pilot licence

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

- (a) under VMC by day; and
- (b) in accordance with the provisions of Part 91 and Part 94 as applicable.

(2) The holder of a national pilot licence shall be entitled to act as PIC of an aircraft in the appropriate category, class and type rating by name for which they are rated:

- (a) within uncontrolled airspace; or
- (b) within controlled airspace providing
 - (i) prior permission has been obtained from the responsible ATSU to enter such airspace; and
 - (ii) such two-way radio communication as the said unit may require, is established; and
 - (iii) continuous radio watch is maintained; and
- (c) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with; or
- (d) in the case of an emergency
- (c) notwithstanding (b) in the case of CCM, WCM, PG, and HG or powered derivatives thereof may not enter into controlled airspace or controlled airports, unless they have completed a minimum of one dual flight under instruction in controlled airspace and into and out of a controlled airport.

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

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

- (a) the holder of a national pilot licence may exercise the privileges of their licence for reward or remuneration in an aeroplane approved in terms of Part 96, provided that they are the holder of a valid national pilot professional rating issued in terms of Subpart 14 of this Part, together with the appropriate air service licence and AOC approval, or a recreational adventure flying operation approval from the Director or the body designated for the purpose in terms of Part 149, as the case may be;
- (b) the holder of a valid national flight instructor rating may conduct flight training, skills tests, conversion training for remuneration under the auspices of an appropriately rated and approved ATO or RATF.

Requirements for the issue of a category rating

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

- (e) When issued with a category rating, a class and type rating in that category is automatically included.

Requirements for the issue of an additional class or type rating

62.03.10

(1) The Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a class or type rating by name for national pilot licenses if the applicant complies with the requirements referred to in regulation 62.

2) An applicant for the issue of an additional class or type rating by name for shall –

- (a) undergo conversion training and skills test with a Grade A or B instructor with the appropriate category, class and type rating; and
- (f) with the instructor at the dual controls, or under direct supervision in the case of a single-seater aeroplane, perform at least 3 take-offs and 3 landings and any other exercise considered necessary; and
- (g) pass the technical examinations as prescribed in Document SA-CATS 62.

Requirements for the issue of a special purpose rating

62.03.11 For the holder of a national pilot licence to be issued with a special purpose rating, they shall meet the requirements for the issue of the particular special purpose rating.

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

Crediting of flight time and theoretical knowledge

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

- (a) the category weight-shift controlled microlight aeroplane, may –
 - (i) be credited with not more than 15 hours flight time. The additional 10 hours shall consist of –

- (aa) a minimum of 8 hours dual flying; and
 - (bb) a minimum of 2 hours solo flying; and
- (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (b) the category gyroplane or licence issued in terms of Part 61 (helicopter), may
- (i) be credited with not more than 10 hours flight time acquired in a gyroplane. The additional 15 hours shall consist of –
 - (aa) a minimum of 10 hours dual flying; and
 - (bb) a minimum of 5 hours solo flying; and
 - (ii) have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (c) the category light sport aeroplanes or touring motor gliders or licence issued in terms of Part 61 (fixed wing), all flight time may be credited towards the hour requirements at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.04.5.
- (d) a license issued in terms of Part 68, may
- (i) be credited with not more than 15 hours flight time acquired in a glider.
The additional 10 hours shall consist of –
 - (aa) a minimum of 8 hours dual flying; and
 - (bb) a minimum of 2 hours solo flying; and
- (h) shall have completed the theoretical training and passed the theoretical knowledge examinations in the subjects prescribed for a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes.

Renewal

- 62.04.2 an application for the renewal of the applicable category rating shall be submitted to the Director or the body designated for the purpose in terms of part 149 as the case may be.

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

Crediting of flight time and theoretical knowledge

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

- (a) the category conventionally controlled microlight aeroplane, light sport aeroplane, touring motor glider or licence issued in terms of Part 61 (fixed wing), may –
 - (i) be credited with not more than 15 hours flight time. The additional 10 hours shall consist of –
 - (aa) complete a minimum of 8 hours dual flying; and
 - (bb) complete a minimum of 2 hours solo flying; and
 - (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge weight shift control examination prescribed for a national pilot licence endorsed for the category weight shift controlled microlight aeroplanes;
- (c) the category gyroplane or licence issued in terms of Part 61 (helicopter), may –
 - (i) be credited with not more than 10 hours flight time. The additional 15 hours shall consist of –
 - (aa) complete a minimum of 10 hours dual flying; and
 - (bb) complete a minimum of 5 hours solo flying; and
 - (ii) have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge weight shift control examination prescribed for a national pilot licence endorsed for the category weight shift controlled microlight aeroplanes;
- (d) the category powered hang-gliding, an applicant with extensive experience of hang-gliding, may –
 - (i) be credited with not more than 10 hours flight time. The additional 15 hours shall consist of –
 - (aa) complete a minimum of 10 hours dual flying; and
 - (bb) complete a minimum of 5 hours solo flying; and
 - (ii) have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge examinations prescribed for a national pilot licence endorsed for the category weight shift controlled microlight aeroplanes;
- (d) a license issued in terms of Part 68

- (i) be credited with not more than 15 hours flight time acquired in a glider. The additional 10 hours shall consist of –
 - (aa) a minimum of 8 hours dual flying; and
 - (bb) a minimum of 2 hours solo flying; and
- (ii) have acquired knowledge in the subjects engines and air frames towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight shift controlled microlight aeroplanes;

Requirements for the issue of an open class rating in the category WCM

62.05.2 An applicant for the issue of an open class rating in the category WCM shall

- (i) be the holder of a current category rating for at least five different WCM aeroplanes, and
- (ii) have obtained not less than 200 hrs PIC flying experience in WCM aeroplanes, and
- (iii) first familiarise themselves with any type of WCM that they have not flown previously, before undertaking a flight in such aeroplane; and
- (iv) enter a record of having familiarised themselves and completed a successful flight in the WCM being endorsed in their logbook and enter a signature thereto, and
- (v) submit the appropriate notification form for the addition of a type rating by name for WCM to their license.

Issuing of open class rating or type rating

62.05.3 (1) The Director, or the body designated for the purpose in terms of Part 149, as the case may be, may issue an open class rating for weight-shift controlled microlight aeroplanes, and include the type ratings if the applicant complies with the requirements referred to in regulation 62.05.2.

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

(3) An additional type rating by name for the holders of an open class rating for weight-shift controlled microlight aeroplanes shall be endorsed in the NPL license on receipt of the appropriate notification form as prescribed in 62.05.2(v).

Renewal

62.05.4 an application for the renewal of the applicable category and class rating shall be submitted to the Director or the body designated for the purpose in terms of part 149 as the case may be.

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

Crediting of flight time

62.06.1 The holder of a licence issued in terms of Part 61, Part 62 or Part 68 as the case may be –

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

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

General

62.07.1

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

(b) The requirements for the upgrading from basic to sport are those prescribed in documents SA-CATS 62

Experience

62.07.2 (1) An applicant for the issuing of any of the class ratings in the category hang-glider shall have the experience as prescribed in Document SA-CATS 62.

Training

62.07.3 An applicant for the issuing of any of the class ratings in the category hang-glider shall have successfully completed the practical and theoretical knowledge training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.07.4 An applicant for the issuing of any of the class ratings in the category hang-glider shall have passed the appropriate theoretical knowledge examinations as prescribed in Document SA-CATS 62.

Skills test

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

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.07.4 and within the 60 days immediately preceding the date of application.

(3) An applicant for the sport hang-glider rating shall have been the holder of a basic hang glider rating and shall have the experience as prescribed in Document SA-CATS 62.

(4) An applicant for the tandem pilot rating shall be the holder of a valid sport hang-glider rating and shall have the experience as prescribed in Document SA-CATS 62.

Privileges and limitations

62.07.6 (1) The holder of a hang-glider basic rating shall be permitted to act as PIC of a hang-glider under the supervision as prescribed in Document SA-CATS 62.

(2) The holder of a national pilot licence endorsed for the category hang-glider sport rating, shall be entitled to act as PIC of a hang-glider for which he or she holds the appropriate class rating within Class F and Class G airspace.

Maintenance of competency

62.07.7(1) The holder of a hang-glider class shall not act as PIC of a hang-glider for which he or she holds the appropriate rating unless he or she –

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

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

Type ratings

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

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

Crediting of flight time

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

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

SUBPART 8: REQUIREMENTS FOR THE ISSUE OF A CATEGORY OR CLASS RATING FOR PARAGLIDERS

General

62.08.1

(a) The class of the paraglider rating, referred to in paragraph may be issued with the tandem pilot rating and the ratings and endorsements prescribed in Document SA-CATS 62.

(b) The requirements for the upgrading from basic to sport are those prescribed in documents SA-CATS 62

Experience

62.08.2 (1) An applicant for the issuing of any of the class ratings in the category paraglider shall have the experience as prescribed in Document SA-CATS 62.

Training

62.08.3 An applicant for the issuing of any of the class ratings in the category paraglider shall have successfully completed the practical and theoretical knowledge training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.08.4 An applicant for the issuing of any of the class ratings in the category hang-glider shall have passed the appropriate theoretical knowledge examinations as prescribed in Document SA-CATS 62.

Skills test

62.08.5 (1) An applicant for the issuing of any of the class ratings in the category paraglider, shall have demonstrated to the holder of a paraglider flight instructor grade A or B rating, the ability to perform as PIC of the paraglider, the procedures and manoeuvres as prescribed in

Document SA-CATS 62 with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence who is the holder of the respective class rating.

(2) The applicant shall undergo the skills test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.07.4 and within the 60 days immediately preceding the date of application.

(3) An applicant for the sport paraglider rating shall have been the holder of a basic paraglider rating and shall have the experience as prescribed in Document SA-CATS 62.

(4) An applicant for the tandem pilot rating shall be the holder of a valid sport paraglider rating and shall have the experience as prescribed in Document SA-CATS 62.

Privileges and limitations

62.08.6 (1) The holder of a paraglider basic rating shall be permitted to act as PIC of a paraglider under the supervision as prescribed in Document SA-CATS 62.

(2) The holder of a national pilot licence endorsed for the category paraglider sport rating, shall be entitled to act as PIC of a paraglider for which he or she holds the appropriate class rating within Class F and Class G airspace.

(3) Notwithstanding (1) the holder of a paraglider basic rating shall be permitted to fly –
(a) unassisted at basic-graded sites;
(b) under supervision of a the holder of valid paraglider Sport Class rating when flying at a site requiring additional supervision according to the rules governing the site; and
(c) for the first 80 flights, only basic- and intermediate-rated paragliders.

(4) The holder of a paraglider Sport Class rating shall be permitted –
(a) to fly any paraglider, other than a tandem-class paraglider, provided that heavy pilots may fly approved tandem paragliders solo, on condition that they meet the minimum specified mass range; and
(b) to fly at all sites after local site requirements have been met.

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

(6) Notwithstanding the provisions of sub-regulations (3), (4) and (5), the aviation recreation organisation approved for the purpose in terms of Part 149 may set minimum experience requirements for specific types and models of paragliders, as per their approved manual of procedures.

(7) The grading of sites, referred to in sub-regulations (3) and (4), and the setting of the rules governing such sites shall be the responsibility of the aviation recreation organisation approved for the purpose in terms of Part 149.

Maintenance of competency

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

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

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

Type ratings

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

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

Crediting of flight time

62.08.9 (1) In the case of an applicant with a foreign licence from a similar internationally recognised organisation for paragliding, the testing officer may at his or her discretion reduce the prescribed flight time requirements.

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

General

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

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

(2) The applicant for the issue of a national grade C flight instructor (hang-glider or paraglider) shall in addition to the requirements of sub-regulation (1) be the holder of a valid Sport Class rating for at least 12 months.

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

Experience

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

- (a) in the case of the holder of a category rating for CCM, WCM, GYR, LSA, or TMG –
 - (i) for a Grade C national flight instructor rating:
 - (aa) a minimum of 200 hours of flight time is required of which at least 100 hours PIC shall be in the applicable category; and
 - (bb) in the case of CCM, WCM, GYR, LSA and TMG: at least hours of practical flight instruction patter and 30 hours of theoretical class teaching are required;
 - (ii) for a Grade B national flight instructor rating:
 - (aa) at least twelve months experience as a Grade C flight instructor under supervision of a grade A or B flight instructor and not less than 200 hours of flight instruction of which at least 100 hours shall be in the applicable category;
 - (bb) in the case of TMG or LSA category instructor ratings not more than 50 hours of instructional experience gained in terms of LSA, TMG or Part 68 instruction may be credited towards obtaining a LSA or TMG instructor Grade B rating.
 - (iii) for a Grade A national flight instructor rating:
 - (aa) at least three years' experience as a Grade B flight instructor and not less than 500 hours of flight instruction time, of which at least 200 hours of flight instruction time shall be in the applicable category;
 - (bb) in the case of TMG or LSA category instructor ratings not more than 100 hours of instructional experience gained in terms of LSA, TMG or Part 68 instruction may be credited towards obtaining a LSA or TMG instructor Grade A rating.
- (b) Notwithstanding (a) in the case of the holder of a Part 61 fixed wing pilots license, all hours gained shall be credited towards the hourly requirements in category for LSA and TMG.

(c) in the case of the holder of a category rating for hang-gliders –

(i) for an grade C national flight instructor rating (hang-glider):

- (aa) hold at least a Sport hang-glider rating for at least one year; and
- (bb) have logged at least 200 flights or 100 hours air time; and
- (cc) have gained practical experience in theoretical and flight instruction by –

- (A) attending an official hang-glider instructor course; and
- (B) observing and assisting an appropriately rated grade A or B hang-glider flight instructor whilst actively conducting training at approved launch sites in terms of the ATO's approved TPM for at least 10 days;

(ii) for a Grade B national flight instructor rating (hang-glider)

- (aa) have held a Class C instructor hang-glider rating for at least 6 months; and
- (bb) have logged at least 300 flights or 150 hours air time of which not less than ??? shall be instruction ;

Comment [P3]: how many instructional hours or flights

(iii) for a Grade A national flight instructor rating (hang-glider) –

- (aa) have held a Class B instructor hang-glider rating for at least 24 months;
- (bb) have attended an instructor Grade A instructors course; and
- (cc) have logged at least 400 flights or 200 hours air time of which not less than ??? shall be instruction ;
- (cc) have completed the practical requirements as prescribed in Document SA-CATS 62.

(d) in the case of the holder of a category rating for paragliders –

(i) for an grade C national flight instructor rating (para-glider):

- (aa) have paraglider flight experience for at least two years, and
- (bb) hold at least a Sport para-glider rating for at least one year; and
- (cc) have logged at least 300 flights or 100 hours air time; and
- (dd) have gained practical experience in theoretical and flight instruction by –

- (A) attending an official para-glider instructor course; and
- (B) observing and assisting an appropriately rated grade A or B hang-glider flight instructor whilst actively conducting training at approved launch sites in terms of the ATO's approved TPM for at least 10 days;

(ii) for a Grade B national flight instructor rating (para-glider)

- (aa) have held a Class C instructor hang-glider rating for at least 6 months; and
 - (bb) have logged at least 400 flights or 200 hours air time of which not less than ??? shall be instruction ;
- (iii) for a Grade A national flight instructor rating (para-glider) –
- (aa) have held a Class B instructor para-glider rating for at least 24 months;
 - (bb) have attended an instructor Grade A instructors course; and
 - (cc) have logged at least 600 flights or 300 hours air time of which not less than ??? shall be instruction ;
- (cc) have completed the practical requirements as prescribed in Document SA-CATS 62.

Training

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

Theoretical knowledge examination

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

(2) in the case of an instructor applying for an additional category rating, they shall also pass the written theoretical examinations in the respective categories as prescribed in Document SA-CATS 62; of

- (i) conventional control for CCM, LSA, TMG, or
- (ii) WCM, or
- (iii) GYR.

Skills test

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

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

(a) in the case of a national flight instructor in the categories CCM, WCM, GYR, LSA, TMG, HG, PHG, PG, PPG, PPT or PPC, as applicable:

- (i) For Grade C, the holder of a Grade A national flight instructor rating.
- (ii) for a Grade B rating, the holder of a Grade A national flight instructor rating.
- (iii) for a Grade A rating, a designated examiner.

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

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

Application

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

- (a) a copy of the valid licence held by the applicant;
- (b) certified proof that the applicant has successfully completed the theoretical and practical instructor training requirements as prescribed in documents SA-CATS 62;
- (c) certified proof that the applicant has passed the theoretical knowledge examination, referred to in regulation 62.09.4;
- (d) the skill test report as prescribed in Document SA-CATS 62; and
- (e) the appropriate fee as prescribed in Part 187 of the Regulations.

Issuing of the national flight instructor rating

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

Privileges and limitations

62.09.8 (1) The holder of a valid national flight instructor rating shall be entitled to conduct flight instruction for reward under the auspices of an appropriately rated ATO, approved in terms of Part 141 or RATF approved in terms of Part 51, in an aircraft for which he or she holds a valid category, class and type rating by name, to the extent of the privileges of the particular national flight instructor rating held as follows –

(a) in the case of CCM, WCM, GYR, LSA, and TMG instructor ratings:

- (i) in the case of a Grade C national flight instructor under direct supervision by a Grade B or Grade A instructor –

- (aa) to conduct *ab initio* training on only those aeroplanes for which he or she holds an instructor conversion on type as per Document SA-CATS 62; and
- (bb) conduct theoretical ground school lectures.
- (cc) prior to conducting initial or introductory air experience flights, shall have gained a minimum of 50 hours of *ab initio* training,

(ii) in the case of a Grade B national flight instructor –

- (aa) to exercise all the privileges of a Grade C national flight instructor; and
- (bb) to conduct initial and introductory air experience flights for initial students; and
- (cc) to authorise the holder of a national pilot student licence for his or her first solo flight; and
- (dd) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating; and
- (ee) sign application forms and certificates of competency; and
- (ff) supervise Grade C instructors; and
- (gg) in the case of WCM may apply for an open class rating for instruction on obtaining a grade B instructor rating providing they hold instructor type ratings on at least 5 microlight types and has a minimum of 200 instructional hours in the WCM category; and
- (hh) to conduct additional type conversion training for the holder of a national pilots licence or instructor rating;

(iii) in the case of a Grade A national flight instructor –

- (aa) to exercise all the privileges of a Grade B national flight instructor;
- (bb) to conduct the training including patten training and conducting the initial skills test required for a Grade B or Grade C national flight instructor;
- (cc) to conduct the renewal skills test for a Grade A, Grade B or Grade C national flight instructor;
- (dd) to conduct the training required for other special ratings.

(iv) in the case of a national flight instructor hang-glider –

- (aa) conduct *ab initio* training at an approved hang-gliding ATO or RATF, such as ground-handling exercises, ground-skimming flight.;
- (bb) assist in presenting theoretical lectures; and
- (cc) supervise flights by the holders of a basic rating;

(v) in the case of a national flight instructor paraglider –

Comment [P4]: waiting for comments
A, B, C

- (aa) conduct *ab initio* training at an approved paragliding ATO or RATF, such as ground-handling exercises, ground-skimming flight, etc;
- (bb) assist in presenting theoretical lectures; and
- (cc) supervise flights by the holders of a basic class rating;

Renewal

62.09.9 To renew a national flight instructor rating –

- (a) in the case of either a Grade A, Grade B or Grade C national flight instructor in the categories CCM, WCM, GYR, LSA, and TMG the holder of the rating shall either–
 - (i) have provided not less than 50 hours of flight instruction within the two years preceding the date of expiry, of which not less than 25 hours shall have been within the 12 months immediately preceding the date of expiry of such rating; or
 - (ii) have attended an approved flight instructor refresher training program or completed a continuous learning program as prescribed in Document SA-CATS 62 within the two years immediately preceding the date of expiry of such rating; and
 - (iii) shall undergo a renewal skills test referred to in regulation 62.09.5 within 90 days prior to date of expiry;
- (b) in the case of a national flight instructor hang-glider within the 90 days immediately preceding the date of expiry of the rating have undergone the skills test referred to in regulation 62.09.5;
- (c) in the case of a national flight instructor hang-glider the holder of the rating shall –
 - (i) have attended a flight instructor refresher training program or completed a continuous learning program, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating; and
 - (ii) have logged a minimum of 20 flights, 15 hours and 50 km total cross-country flight distance during the previous 12 months; and
 - (aa) have given not less than 30 hours of flight instruction within the two years preceding the date of expiry, of which not less than 20 hours shall have been given within the 12 months immediately preceding the date of expiry of such rating; and

- (bb) shall undergo the skills test referred to in regulation 62.09.5 within 90 days prior to date of expiry; and
- (iv) be in possession of a First Aid certificate valid for the period of the rating;
- (d) in the case of a national flight instructor (paraglider) –
 - (i) have attended a flight instructor refresher training program or completed a continuous learning program, as prescribed in Document SA-CATS 62, within the two years immediately preceding the date of expiring of such rating; and
 - (ii) have logged a minimum of 40 flights and 10 hours within the 12 months immediately preceding the date of expiry of such rating; and
 - (aa) have provided not less than 30 hours of flight instruction within the two years preceding the date of expiry, of which not less than 20 hours shall have been given within the 12 months immediately preceding the date of expiry of such rating; and
 - (bb) shall undergo the skills test referred to in regulation 62.09.5 within 90 days prior to date of expiry; and
 - (iv) be in possession of a First Aid certificate valid for the period of the rating;

Period of validity

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

Crediting of flight time and theoretical knowledge

62.09.11 (1) A national flight instructor may be credited with all instructional flight time acquired while conducting flight instruction provided he or she holds the appropriate category, class or type rating.

(Renewal of instructor rating, where such ratings have expired)

62.09.12

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

General

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

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

(3) (a) A test flight will be required as referred to below.

(b) Note that a systems acceptance flight, as defined below, is not a test flight and therefore the PIC does not require a test pilot rating.

(c) However, he must be rated as PIC for the class and type of aircraft.

(d) All test flights must be done in line with the manufacturer's requirements.

Requirements

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

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

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

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

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

Experience

62.10.3 An applicant shall –

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

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

Application

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

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

Issuing

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

Privileges and limitations

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

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

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

General

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

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

Experience

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

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

Training

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

Theoretical knowledge examination

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

Skills test

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

Hang-gliding tug endorsement

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

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

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

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

Application

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

Issuing

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

Privileges and limitations

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

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

General

62.12.1 (1) An applicant for an Agricultural Pilot Rating shall –

- (a) hold a valid national pilot licence issued in terms of Part 62;
- (b) hold the appropriate category, class and type rating;
- (c) hold a current Pest Control Operator's Certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act No. 36 of 1947);
- (d) have acquired not less than 200 hours of flight time as PIC in the category of aircraft, which must include not less than 30 hours of flight experience in aerial application under supervision as stated in sub-regulation (2); and
- (e) have successfully passed the skills test referred to in regulation 62.12.2.

(2) At least 5 hours of the flight experience referred to in sub-regulation (1) shall be dual instruction conducted by the holder of an appropriately rated Grade A or a Grade B flight instructor, who shall be the holder of the appropriate category, class or type rating and the Agricultural Pilot Rating.

(3) The balance of the prescribed flight experience may be conducted under the supervision of an operator licensed in terms of part 96 or part 137 with an Agricultural approval authorised by the Director or the body designated for the purpose in terms of Part 149, as the case may be, in writing for the purpose.

Skills test for Agricultural Pilot Rating

62.12.2 (1) An applicant for an Agricultural Pilot Rating shall have demonstrated to an appropriately rated Grade A or B flight instructor or designated examiner with an Agricultural Pilot Rating the ability to perform as pilot-in-command of an aircraft in the applicable category, the procedures and manoeuvres as prescribed in Document SA-CATS 62 with a degree of competency appropriate to the privileges granted to the holder of an Agricultural Pilot Rating.

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

(3) The skills test referred to in sub-regulation (1) shall be carried out in an aircraft in the applicable category and be equipped with dispensing apparatus as approved for agricultural aerial applications in terms of Part 24, as the case may be.

Application for Agricultural Pilot Rating

62.12.3 (1) An application for an Agricultural Pilot Rating must be made to the Director or the body designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed.

(2) The application must be accompanied by –

- (a) a certified copy of the valid Pest Control Operator's Certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947;
- (b) a copy of the relevant page of the applicant's logbook endorsed for agricultural purposes by the testing instructor;
- (c) the skills test report as prescribed in Document SA-CATS 62; and
- (d) the appropriate fee as prescribed in Part 187.

(3) The Director or the body designated for the purpose in terms of Part 149, as the case may be, shall issue an Agricultural Pilot Rating in the format prescribed in Document SA-CATS 62 if the applicant complies with the prescribed requirements.

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

Privileges of Agricultural Pilot Rating

62.12.4 (1) The holder of an Agricultural Pilot Rating may act as pilot-in-command of an aircraft in the applicable category and type engaged in agricultural aerial applications.

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

- (a) within the 12 months immediately preceding the flight, conducted at least 5 hours of agricultural flight time; or
- (b) successfully undergone a skills test as contemplated in regulation 62.12.2 and which has been endorsed in the pilot's logbook.

(3) The holder of a National Pilot Licence may not exercise the privilege in sub-regulation (1) for reward unless the holder of the Recreational Pilot Licence is also the holder of the appropriate National professional pilot rating, and operates under an ASL and AOC approved for the purpose.

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

General

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

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

Experience

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

Theoretical knowledge examination

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

Application

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

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

Issuing

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

Privileges and limitations

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

Period of validity

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

Maintenance of competency

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

- (a) during the six months immediately preceding the flight has carried out at least 5 aero-tows; or

- (b) is under the supervision of an appropriately rated flight instructor.

SUBPART 14: REQUIREMENTS FOR THE ISSUE OF A NATIONAL PILOT PROFESSIONAL RATING

Applicability:

62.14.1 (1) This subpart applies to the approval of professional ratings endorsed on national pilot licenses issued in terms of this Part.

(2) The requirements for an authorisation as applicable to the operations and aircraft types which may be operated by a national pilot licensed in terms of Part 62 are set out in this Subpart:

General

62.14.2 (1) (a) Part 96 regulates the commercial use of non-type certified aircraft.

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

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

(b) The Director or the body designated for the purpose in terms of part 149, as the case may be, may determine standards and regulate such operations for domestic operations.

(3) In accordance with paragraphs (1) and (2) above, the Director or the body designated for the purpose in terms of part 149, as the case may be, may authorise the holder of a valid national pilot licence to conduct commercial operations with aircraft operated with part 62 licenses or non-type certificated aircraft in terms of Part 96 and Part 115 on conditions prescribed by the Director, or the body designated for the purpose in terms of part 149, as the case may be.

Requirements for a national pilot professional rating

62.14.3 An applicant for the issuing of a national pilot professional rating shall –

- (a) be not less than 21 years of age;
- (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
- (c) hold at least a valid radiotelephony operator's certificate;
- (d) hold a valid national pilot licence issued in terms of Part 62;
- (e) have acquired the experience referred to in regulation 62.14.4;
- (f) have successfully completed the training referred to in regulation 62.14.5;
- (g) have passed the theoretical knowledge examination referred to in regulation 62.14.6; and
- (h) have undergone the skills test referred to in regulation 62.14.7.

Experience

62.14.4 An applicant for the issuing of a national pilot professional rating shall –

- (a) in the case of the category CCM, WCM, GYR, LSA and TMG as the case may be –
- (i) have 200 hours flight time as pilot of which not less than 100 hours shall be as PIC in category; or
 - (ii) have 200 hours in an aeroplane with a MCM of 5 700 kg or less and at least 100 hours as PIC of an aeroplane in the same category for which a national pilot professional rating is sought;
- (b) in the case of the category paragliders, powered paragliders, hang-gliders and powered hang-gliders or any derivative thereof have a minimum of 300 flights and 200 hours of flight time and hold a valid Grade A instructors rating.

Training

62.14.5 An applicant for the issuing of a national pilot professional rating shall have successfully completed the appropriate training as prescribed in Document SA-CATS 62.

Theoretical knowledge examination

62.14.6 An applicant for the issuing of a national pilot professional rating shall have passed the appropriate written examination as prescribed in Document SA-CATS 62.

Skills test

62.14.7 (1) An applicant for the issuing of a national pilot professional rating shall have demonstrated to an approved designated examiner, the ability to perform, as PIC of an aircraft in the category for which the authorisation is sought, the procedures and manoeuvres prescribed in Document SA-CATS 62 with a degree of competency appropriate to the privileges granted to the holder of a national pilot professional rating.

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

Application for a National pilot professional rating

62.14.8 An application for the issuing of a national pilot professional rating shall –

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

Issuing of National pilot professional rating

62.14.9 (1) The Director or the body designated for the purpose in terms of Part 149, as the case may be, shall issue a national pilot professional rating to the applicant if he or she complies with the requirements referred to in regulation 62.14.2.

(2) The national pilot professional rating shall be issued in the appropriate format as prescribed by the Director, or the body designated in terms of part 149, as the case may be.

Period of validity

62.14.10 A national pilot professional rating shall be valid for a 24 month period, provided that the privileges of the authorisation may not be exercised by the holder thereof unless he or she –

- (a) holds a valid Class 2 medical certificate issued in terms of Part 67;
- (b) holds an appropriate valid category and type rating;
- (c) complies with the provision of regulation 62.14.11; and
- (d) is the holder of, or operates under a valid AOC or RAFOC and its MOP as approved by the Director, or the body designated in terms of part 149 as the case may be.

Privileges of a National pilot professional rating

62.14.1011 (1) The holder of a national pilot professional rating shall be entitled to –

- (a) exercise all the privileges of his or her pilot licence; and
- (b) act as PIC of an aircraft for remuneration in terms Part 96 or Part 115 operations in any aircraft for which he or she holds a valid category, class, and type rating approved for the purpose.

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

Maintenance of competency

62.14.12 The holder of a national pilot professional rating shall not act as PIC unless they comply with the currency requirements prescribed for his or her pilot licence and the category, class, and type rating of which they are the holder.

SUBPART 15: REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)

Categories of DE's

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

- (a) CCM;
- (b) WCM;
- (c) GYR;
- (d) LSA;
- (e) TMG;
- (f) HG, PG, PPG, PPT, or PPC, and

(g) HG or PHG.

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

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

(b) The official flight examiner referred to in sub-regulation (3)(a) shall comply with the validation requirements of regulation 62.01.17.

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

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

- (a) Hold the equivalent examiner designation, or qualifications as those prescribed in regulation 62.15.2 issued by the appropriate authority of a Contracting State acceptable to the Director, or the body designated in terms of Part 149, as the case may be; or
- (b) Hold at least a valid national pilot instructor rating Grade A or equivalent in the applicable category or class; and
- (c) Have accumulated not less than 1 500 flying hours, of which at least:
 - (i) 500 shall be instructional hours; and
 - (ii) 50 hours on type in the category and class for which designation is sought.

Requirements

62.15.2 (1) In order to be considered a candidate designated examiner shall –

- (a) be at least 21 years of age;
- (b) be currently active in the field of aviation for which the designation is sought; and
- (c) hold at least a valid national instructors rating Grade A in the category and class for which a designated examiner status may be considered for a minimum of 5 years; or
- (d) hold a CPL issued in terms of Part 61 with at least an Instructor Grade II rating; and
- (e) have accumulated in aeroplanes not less than 1 500 flying hours, of which at least 500 instructional hours shall be in the category and class for which designation is sought.
- (f) have no known record of unsafe or non-compliant conduct

Application

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

- (a) a certified copy of the pages of not less than 5 years the candidates flying logbook indicating flying experience;
- (b) proof of holding the required valid licence and rating;
- (c) a complete summary of all flying experience and ratings;
- (d) a letter to motivate the reasons why the applicant believes he or she should be considered for designation; and
- (e) the applicable fee as prescribed in Part 187.

Approval and appointment of designation

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

- (a) meets the requirements prescribed in this Subpart;
- (b) has a good record of maintaining a high standard of safe conduct, airmanship and history of compliance as a pilot and as flight instructor and adherence to regulations are concerned; and
- (c) signs an undertaking to abide by the code of conduct for designated examiners as prescribed in Document SA-CATS 62.

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

Period of validity

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

Renewal of designation

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

Designation, oversight, suspension and withdrawal

62.15.7 (1) A designated examiner is appointed at the discretion of the Director or the body designated for the purpose in terms of part 149, as the case may be, to conduct oversight, flight tests, evaluations, or checks to determine a pilot or instructors skill, knowledge, standards and

airmanship and to supply reports and recommendations to or on behalf of the Director or the body designated for the purpose in terms of Part 149, as the case may be.

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

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

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

Privileges and limitations

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

(2) The designated examiner is the *de facto* representative of the Director or the body designated for the purpose in terms of part 149 as the case may be, and shall uphold at all times all laws, regulations, standards, ethics, and airmanship as related to aviation, and shall at all times maintain high standards and any requirements as agreed upon by the examiner and the Director or the body designated for the purpose in terms of part 149, as the case may be.

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

Crediting of flight time

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

- (a) the category weight-shift controlled microlight aeroplane or gyroplane, may –
 - (i) be credited with not more than 15 hours flight time. The additional 20 hours shall consist of –
 - (aa) a minimum of 12 hours dual flying; and
 - (bb) a minimum of 8 hours solo flying; and
 - (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category light sport aeroplanes;
- (b) the category conventionally controlled microlight aeroplane, may –

(i) be credited with not more than 20 hours flight time. The additional 15 hours shall consist of –

- (aa) a minimum of 10 hours dual flying; and
- (bb) a minimum of 5 hours solo flying; and

(ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category light sport aeroplanes;

(c) the category touring motor gliders, may –

(i) be credited with not more than 30 hours flight time. The additional 5 hours shall consist of –

- (aa) a minimum of 3 hours dual flying; and
- (bb) a minimum of 2 hours solo flying; and

(ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category light sport aeroplanes;

(e) a glider pilot licence issued in terms of Part 68, may –

(j) be credited with not more than 15 hours flight time. The additional 20 hours shall consist of –

- (aa) a minimum of 12 hours dual flying; and
- (bb) a minimum of 8 hours solo flying; and

(ii) shall have completed all the theoretical training and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category light sport aeroplanes; where a glider pilot has already passed the online examination for Part 62 LSA, or Part 62 TMG, or Part 61 PPL fixed wing, such subjects may be credited.

Renewal

62.16.2 an application for the renewal of the applicable category rating shall be submitted to the Director or the body designated for the purpose in terms of part 149 as the case may be.

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

Experience

62.17.1 (1) In addition to the experience required for a national pilot's license endorsed for TMG as referred to in Part 62.03.3 they shall also successfully complete the following;

- (a) one flight of minimum 30 minutes flight time continuous engine off, with:
 - (i) a shutdown not exceeding 3000 ft AGL of the intended landing site; and
 - (ii) a soaring circuit and engine off landing;
- (b) the navigational flight referred to in 62.03.3 (2)(c)(ii) shall be conducted with no engine shutdown or soaring requirement

Crediting of flight time

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

- (a) the category weight-shift controlled microlight aeroplane or gyroplane, may –
 - (i) be credited with not more than 15 hours flight time. The additional 20 hours shall consist of –
 - (aa) a minimum of 12 hours dual flying; and
 - (bb) a minimum of 8 hours solo flying; and
 - (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category touring motor gliders;
- (b) the category conventionally controlled microlight aeroplane, may –
 - (i) be credited with not more than 20 hours flight time. The additional 15 hours shall consist of –
 - (aa) a minimum of 10 hours dual flying; and
 - (bb) a minimum of 5 hours solo flying; and
 - (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category touring motor gliders;
- (c) the category light sport aircraft, may –
 - (i) be credited with not more than 30 hours flight time. The additional 5 hours shall consist of –
 - (aa) a minimum of 3 hours dual flying; and
 - (bb) a minimum of 2 hours solo flying; and

- (ii) shall have completed the theoretical training in the subjects principles of flight and engines and airframes and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category touring motor gliders;
- (e) a glider pilot licence issued in terms of Part 68, may –
 - (j) be credited with not more than 15 hours flight time. The additional 20 hours shall consist of –
 - (aa) a minimum of 12 hours dual flying; and
 - (bb) a minimum of 8 hours solo flying; and
 - (ii) shall have completed all the theoretical training and passed the theoretical knowledge conventional control examination prescribed for a national pilot licence endorsed for the category touring motor gliders; where a glider pilot has already passed the online examination for Part 62 LSA, or Part 62 TMG, or Part 61 PPL fixed wing, such subjects may be credited.

Renewal

- 62.17.3** an application for the renewal of the applicable category rating shall be submitted to the Director or the body designated for the purpose in terms of part 149 as the case may be.