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**GENERAL NOTICE**

**Transport, Department of**

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## GENERAL NOTICE

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### NOTICE 1511 OF 2009

#### AVIATION ACT 1962, (ACT NO 74 OF 1962)

#### PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM) hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Ms. Monica Sonjani or Mr. Herman Wildenboer, Private Bag 73 Halfway House, 1685, fax: (011) 545-1201, or e-mail at [sonjanim@caa.co.za](mailto:sonjanim@caa.co.za) or [wildenboerh@caa.co.za](mailto:wildenboerh@caa.co.za), before or on 9 December 2009.

#### SCHEDULE 1

A. **PROPOSER**

Civil Aviation Authority  
Private Bag X73  
Halfway House  
1685

B. **PROPOSER'S INTEREST**

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

C. **GENERAL EXPLANATORY NOTE:**

Words in strike through indicate deletions from the existing regulations.

Words underlined with a solid line indicate insertions in existing regulations.

## **1.0 PROPOSAL TO AMEND REGULATION 1.00.1 OF THE REGULATIONS**

1.1 Regulation 1.00.1 of the Regulations is herewith amended by the insertion of the following definitions:

**ATS surveillance service** means a service provided directly by means of an **ATS surveillance system**

**ATS surveillance system** means a generic term referring to ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft

**Note 1:** A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal or better than monopulse SSR, e.g. Multilateration,

**Note 2:** The insertion of this two definitions requires the substitution for the word "radar" in Parts 65 and 172 of the Regulations of the word "ATS surveillance"

## **1.2 MOTIVATION**

Currently the term "radar" is used to refer to approach control service using radar equipment for ATS surveillance. Within new and improving technologies additional equipment is already available and has in some instances already been incorporated into ATS surveillance equipment., hence the new definitions proposed here. ATC radar service is no longer limited to data provide solely by a radar unit.

## **SCHEDULE 2**

### **A. *PROPOSER***

AATOSA  
An affiliate of CAASA  
P. O. Box 658  
Lanseria  
1748

### **B. *PROPOSER'S INTEREST***

The Commercial Aviation Association of South Africa (CAASA) is an industry association representing the interests of Commercial Aviation in South Africa. CAASA is a member of the Civil Aviation Regulations Committee.

The Association of Aviation Training Organisations of South Africa (AATOSA) is an affiliate association of CAASA which represents the interests of the flight training industry.

## 2.0 PROPOSAL TO AMEND REGULATION 61.01.8 OF THE REGULATIONS

2.1 Regulation 61.01.8 of the Regulations is herewith amended by the addition of the following paragraph after sub-regulation (6)(d):

(e) student pilot-in-command (SPIC) when acting as pilot-in-command under the supervision of an appropriately rated flight instructor during flight training on an approved integrated course of CPL or CPL/IR training and for a successful CPL or IR initial flight test.. To act as SPIC the student must be rated on the aircraft. SPIC time shall be credited as pilot-in-command time unless the Flight Instructor had reason to influence or control any part of the flight. A ground debriefing by the Flight Instructor does not affect the crediting as pilot-in-command. SPIC time will be logged in the PIC column with 'SPIC' indicated in the remarks column and certified by the supervising Flight Instructor.

## 2.2 MOTIVATION

Flight training is enhanced and higher standards achieved when a student is able to act as pilot-in-command under supervision of a Flight Instructor, especially on Instrument Training flights. This is internationally accepted practice and a feature of JAR-FCL courses.

## 3.0 PROPOSAL TO AMEND REGULATION 61.02.1 OF THE REGULATIONS

3.1 Regulation 61.02.1. of the Regulations is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

61.02.1(1) An applicant for a Student Pilot Licence must

(a) be 16 years or older, except where provided for in Part 62; and  
~~must~~

(b) hold a valid Class 1 or Class 2 medical certificate issued in terms of Part 67.

## 3.2 MOTIVATION

The present requirements for the issue of a Student Pilot Licence are causing significant delays in the training. The student cannot write any CAA examination nor fly solo until the Student Pilot Licence is issued.

Neither ICAO nor JAR has any requirement for a Student Pilot Licence. In the UK there is no Student Pilot Licence; all training including solo flights is carried out according to Aviation Training Organisation approval.

The SPL is a licence to learn; the student is always under the control and supervision of a flight instructor, and will gain the knowledge and proficiency during the training for a higher licence. There should be no training, knowledge or proficiency requirement for the issue of a SPL.

The only requirement for the issue of a SPL should be a valid Class 1 or 2 air crew medical certificate. This situation existed in the December 2006 version of the CAR.

#### **4.0 PROPOSAL TO AMEND REGULATION 61.05.1 OF THE REGULATIONS**

4.1 Regulation 61.02.5. of the Regulations is herewith amended by –

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

##### **Privileges and limitations of a Student Pilot Licence**

61.02.5 (1) The privileges of a Student Pilot Licence may only be exercised under the authority of an Aviation Training Organisation approved under part 141, and the Aviation Training Organisation must ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.

(b) the renumbering the existing sub-regulations (1),(2),(3), and(4), as sub-regulations (2),(3),(4), and(5) respectively.

(c) the substitution for sub-regulation (3), as renumbered, of the following sub-regulation:

(3) Notwithstanding the provision of sub-regulation (1), a student undergoing the ~~integrated training~~ flight training on an approved Integrated Course may exercise the privileges of his or her student pilot licence also -

(a) in VMC by night, if he or she is the holder of a valid night rating; ~~and~~

(b) ~~under IFR if he or she is the holder of a valid night rating to carry passengers, not for reward, for the purpose of mutual training of fellow student pilots undergoing flight training at the same Aviation Training Organisation, when specifically authorised by the Flight Instructor;~~

(c) to fly solo in an aircraft on an international flight when by special or general arrangement between the Contracting States concerned

## 5.2 MOTIVATION

ICAO phraseology concerning conduct of training has been added.

## 6.0 PROPOSAL TO AMEND REGULATION 61.02.6 OF THE REGULATIONS

6.1 Regulation 61.02.6. of the Regulations is herewith amended by the substitution for the said regulation of the following regulation:

### Ratings for special purposes for a Student Pilot Licence

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

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

## 6.2 MOTIVATION

ICAO requires a Private Pilot Licence or Commercial Pilot Licence for the issue of an Instrument Rating.

## 7.0 PROPOSAL TO AMEND REGULATION 61.03.1 OF THE REGULATIONS

7.1 Regulation 61.03.1. of the Regulations is herewith amended by the substitution for sub-regulation (2) of the following sub -regulation:

(2) An applicant for a Private Pilot Licence (Aeroplane) must have completed not less than 45 hours flight time as pilot of an aeroplane of which -

(a) at least 25 hours are dual instruction in aeroplanes ~~which must include 5 hours instrument instruction time;~~ and

(b) at least 15 hours are accumulated in solo flight, of which at least five hours are cross-country flight time; which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and

~~© a maximum of five hours dual instruction may be in an approved FSTD.~~

## 7.2 MOTIVATION

The five hours Instrument Training is not an ICAO requirement. It was included in the Private Pilot Licence requirements when the JAR-FCL requirements were being adopted but is no longer relevant.

The time required for Instrument Training would be better spent achieving greater visual handling skill; the Instrument Training tends to extend the flight training hours well beyond the required 45 hours.

## SCHEDULE 3

### PROPOSAL FOR THE AMENDMENT OF PART 65 OF THE CIVIL AVIATION REGULATIONS, 1997

#### A. *PROPOSER*

Civil Aviation Authority  
Private Bag X73  
Halfway House  
1685

#### B. *PROPOSER'S INTEREST*

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

## 8.0. PROPOSAL FOR THE SUBSTITUTION OF REGULATION 65.04.5

8.1 The following regulation is hereby substituted for regulation 65.04.5:

### **“REQUIREMENTS FOR VALIDATION OF AIR TRAFFIC SERVICE ASSISTANT (COORDINATOR) RATING**

**65.04.5** An applicant for the validation of an air traffic service assistant coordinator rating shall, under the supervision of an air traffic service instructor (operational), have provided assistant services and coordination services at the air traffic service unit for which the rating validation is sought for at least 100 hours ~~but not more than 150 hours.~~”



**9.0. PROPOSAL FOR THE SUBSTITUTION OF REGULATIONS 65.05.5; 65.06.5 AND 65.07.5**

9.1 The following regulation is hereby substituted for regulation 65.XX.5:

**“REQUIREMENTS FOR VALIDATION OF AIR TRAFFIC SERVICE ASSISTANT (CLEARANCE DELIVERY) RATING**

**65. XX.5** An applicant for the validation of an air traffic service assistant clearance delivery rating shall, under the supervision of an air traffic service instructor (operational), have provided assistant services and clearance delivery services at the air traffic service unit for which the rating validation is sought for at least 50 hours ~~but not more than 100 hours.~~”

**10.0. PROPOSAL FOR THE SUBSTITUTION OF REGULATIONS 65.08.5; 65.09.5; 65.11.5 AND 65.12.5 OF THE REGULATIONS**

10.1. The following regulations are hereby substituted for regulations 65.08.5; 65.09.5; 65.11.5 and 65.12.5 of the regulations:

**“REQUIREMENTS FOR VALIDATION OF AERODROME CONTROL RATING**

**65.08.5** An applicant for the validation of an aerodrome control rating shall, under the supervision of an air traffic service instructor (operational), have provided aerodrome control services at the air traffic service unit for which the rating validation is sought for at least 100 hours ~~but not more than 200 hours~~, 50 percent of which may be provided on a simulator which accurately simulates the environment pertaining to the position for which the validation is sought.”;

**“REQUIREMENTS FOR VALIDATION OF APPROACH CONTROL RATING**

**65.09.5** An applicant for the validation of an approach control rating shall, under the supervision of an air traffic service instructor (operational), have provided approach control services at the air traffic service unit for which the rating validation is sought for at least 200 hours ~~but not more than 400 hours~~, 50 percent of which may be provided on a simulator which accurately simulates the environment pertaining to the position for which the validation is sought.”;

### **“REQUIREMENTS FOR VALIDATION OF APPROACH CONTROL (RADAR) RATING**

**65.11.5** An applicant for the validation of an approach control (radar) rating shall, under the supervision of an air traffic service instructor (operational), have provided approach control (radar) services, ~~in conjunction with the approach control services referred to in subpart 9,~~ at the air traffic service unit for which the rating validation is sought for at least 50 hours ~~but not more than 150 hours~~, 50 percent of which may be provided on a simulator which accurately simulates the environment pertaining to the position for which the validation is sought.”;

### **“REQUIREMENTS FOR VALIDATION OF AREA CONTROL (RADAR) RATING**

**65.12.5** An applicant for the validation of an area control (radar) rating shall, under the supervision of an air traffic service instructor (operational), have provided area control (radar) services, ~~in conjunction with the area control services referred to in subpart 10,~~ at the air traffic service unit for which the rating validation is sought for at least 50 hours ~~but not more than 150 hours~~, 50 percent of which may be provided on a simulator which accurately simulates the environment pertaining to the position for which the validation is sought.”;

#### **8.2 -10.2. Motivation for the amendments referred to above**

The proposals seeks to remove the current upper limit imposed on validation training for this rating and is in line with the requirements of ICAO Annex 1, Personnel Licensing, Chapter 4. It further supports amendments previously effected to Regulation 65.03.5 and Regulation 65.10.5.

#### **11.0. PROPOSAL FOR THE SUBSTITUTION OF REGULATION 65.02.6**

**11.1** The following sub-regulation is hereby substituted for sub-regulation 65.02.6(1)(d)

65.02.6 (1) An air traffic service licence shall be valid for an indefinite period: Provided that the privileges of the licence shall not be exercised by the holder thereof unless –

(d) he or she continually exercises the particular rating in the normal course of duties of employment as per the Air Traffic Services currency of validation table as prescribed in Document SA-CATS-ATSPKL, ~~which may not be less than seven consecutive shifts within three shift cycles;~~

11.2

## MOTIVATION

The proposed change to this regulation seeks to eliminate any discrepancy that may arise in the future concerning the minimum currency and familiarisation training that will be required by the individual based on an appendix table which calculates the timeframe in weeks that they are not working on position in order to assess the minimum duration of time in hours that will be required for them before they can be found competent within an operational environment and continue with duties in a solo capacity.

## SCHEDULE 4

### PROPOSALS FOR THE AMENDMENT OF PART 66 OF THE CIVIL AVIATION REGULATIONS, 1997

#### A. *PROPOSER*

Civil Aviation Authority  
Private Bag X73  
Halfway House  
1685

#### B. *PROPOSER'S INTEREST*

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

#### 12.0 PROPOSAL TO AMEND REGULATION 66.01.4 OF THE REGULATIONS

12.1 Regulation 66.01.4 is hereby amended by the substitution in sub-regulation (1) for paragraphs (i) and (j) of the following paragraphs:

- “(i) Group 9 – rotorcraft powered by turbine jet engines, with a maximum certificated mass of ~~5 700~~ 3 175 kilograms or less;
- (j) Group 10 – rotorcraft powered by turbine jet engines, with a maximum certificated mass exceeding of ~~5 700~~ 3 175 kilograms;

#### 12.2 MOTIVATION

It has been discovered that in the regulation that we have did not put a proper weight category for rotorcraft.

### 13.0 PROPOSAL TO SUBSTITUTE REGULATION 66.01.6 OF THE REGULATIONS

13.1 The following regulation is hereby substituted for 66.01.6:

“Competency”

66.01.6 The holder of an aircraft maintenance engineer licence with the appropriate rating shall not exercise the privileges granted by the licence and the appropriate rating unless such holder maintains competency by complying with the appropriate requirements prescribed in this Part together with Parts 43 and 145.”.

### 13.2 MOTIVATION

This provision did not clearly mention the other parts that are now added which brought confusion in the industry.

### 14.0 PROPOSAL TO SUBSTITUTE REGULATION 66.01.9 OF THE REGULATIONS

14.1 The following regulation is hereby substituted for regulation 66.01.9:

Validation of licence issued by appropriate authority

“66.01.9 (1) The holder of an aircraft maintenance engineer licence of a foreign country issued by an appropriate authority of a contracting state, who desires to act as an aircraft maintenance engineer ~~in the Republic on a South African registered aircraft~~, shall apply to the Commissioner on the appropriate form as prescribed in Document SA-CATS-AMEL, for the validation of such licence.

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

- (a) the appropriate fee as prescribed in Part 187; and
- (b) the licence to which the validation pertains.

(3) An aircraft maintenance engineer licence issued by an appropriate authority, may be validated by the Commissioner subject to the same limitations which apply to the licence and in accordance with and subject to the requirements and conditions as prescribed in Document SA-CATS-AMEL.

(4) An aircraft maintenance engineer licence issued by an appropriate authority, shall be validated by the Commissioner –

- (a) in the appropriate form as prescribed in Document SA-CATS-AMEL;
- (b) for a period of 12 months, calculated from the date of validation, or the period of validity of the licence, whichever period is the lesser period.

(5) The Commissioner may renew the validation of an aircraft maintenance engineer licence issued by an appropriate authority in the circumstances and on the conditions as prescribed in Document SA-CATS-AMEL.

(6) The holder of a validated aircraft maintenance engineer licence shall at all times comply with the regulations in this part and the requirements and conditions as prescribed in Document SA-CATS-AMEL.”.

#### 14.2 MOTIVATION

These regulations were drafted and were incorporated into aviation legislation but were never promulgated as law by the Minister of Transport. The amendment is necessary to

#### 15.0 PROPOSAL TO SUBSTITUTE REGULATION 66.02.1; 66.03.1; 66.04.1; 66.07.1 OF THE REGULATIONS

15.1 The following regulation is hereby substituted for regulation 66.0X.1:

“Requirements for licence and rating

66.0X.1 An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category A rating, or an amendment thereof, shall

- (a) be a South African citizen or in possession of a valid permanent residence permit or valid temporary work permit with a letter of employment and be employed under an approved South African aircraft maintenance organisation;
- (b) be not less than 19 years of age;
- (c) have successfully completed the training referred to in regulation 66.02.2;
- (d) have passed the theoretical knowledge examination referred to in regulation 66.02.3; ~~and~~

- (e) have acquired the experience referred to in regulation 66.02.4; and
- (f) have acquired medical fitness as per the job specification.”.

## 15.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address. The current regulations were silent on the citizenship of applicants which opened a loophole for applicants who are not SA citizens. The amendment is also intended to insert the requirement that an applicant must be medically fit for the job applicable to his or her licence.

## 16.0 PROPOSAL TO SUBSTITUTE REGULATIONS 66.02.3; 66.05.3 OF THE REGULATIONS

16.1 The following regulation is hereby substituted for regulation 66.0X.3:

“Theoretical knowledge examination

66.0X.3 (1) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category A rating, shall have passed – ~~the appropriate written examination as prescribed in Document SA-CATS-AMEL~~

- (a) for aeroplanes and helicopters with a maximum certificated mass in excess of 5 700 kg and 3 175 kg respectively, an approved type training course by an approved aviation training organisation; or
- (b) for aeroplanes and helicopters with a maximum certificated mass of 5 700 kg and 3 175 kg respectively or below, –
  - (i) an approved type training course prescribed in Part 141; or
  - (ii) an approved manufacturers course or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and
- (c) an approved civil aviation regulations course (or when previously done a refresher within the period of currency of licence) as prescribed in Part 141 or the appropriate written

examination as prescribed in Document SA-CATS-AMEL;  
and

- (d) an approved airframe general (Cat A) course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and
- (e) an approved human factors course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL.

(2) The applicant must provide the Commissioner with certified proof of successful completion of approved training and the approved training certificates shall remain valid, provided the holder thereof remains active in aircraft maintenance.

~~(2) An applicant who fails the written examination referred to in sub-regulation (1), may apply for retesting after the appropriate period specified in Document SA-CATS-AMEL."~~

## 16.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

## 17.0 PROPOSAL TO SUBSTITUTE REGULATIONS 66.02.10; 66.03.10; 66.04.10; 66.05.10; 66.06.10; 66.07.10 OF THE REGULATIONS

17.1 The following regulation is hereby substituted for regulation 66.0X.10:

"Reissue

66.0X.10 (1) The holder of a Class II aircraft maintenance engineer licence with a Category A rating, which has expired due to the lapse of the period referred to in Regulation 66.02.7, may apply to the Commissioner in the appropriate form as prescribed for the re-issuing of the expired licence.

(2) Upon application for the re-issuing of the expired licence as prescribed in sub-regulation (1), the Commissioner shall re-issue such licence if the applicant complies with the requirements referred to in Regulation 66.02.1.

(3) If a period of less than two years has expired since the lapse of a Class II aircraft maintenance engineer licence with a Category A rating, the applicant shall in addition to the requirements prescribed

in regulation 66.02.1 provide proof of experience of at least six months immediately prior to the application for the reissue.

(4) If a period of more than two years but less than five years has expired since the lapse of a Class II aircraft maintenance engineer licence with a Category A rating, the applicant shall, in addition to the requirements prescribed in regulation 66.02.1, write the examinations prescribed in regulation 66.02.3(1) (c) and provide proof of experience of at least six months immediately prior to the application for the reissue.

(5) If an applicant has not worked in a maintenance or servicing facility within the aviation environment for a period of five years or more since the expiry of his or her licence, then the applicant shall comply with the requirements for the initial issue of such licence as prescribed in Regulation 66.02.1 of the CARS and shall in addition rewrite examinations of all the general courses applicable to the ratings held.

(6) The provisions of Regulation 66.02.5 shall apply mutatis mutandis to an application referred to in sub-regulation (1).

## 17.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for the amendment of the regulations to address all the issues that it did not address. The current regulations do not prescribe the requirements for the reissue of a licence which has already expired within different timeframes.

## 18.0 PROPOSAL TO SUBSTITUTE REGULATION 66.03.3 OF THE REGULATIONS

18.1 The following regulation is hereby substituted for regulation 66.03.3:

"Theoretical knowledge examination

66.03.3 (1) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category C rating, shall have passed ~~the appropriate written examination as prescribed in Document SA-CATS-AMEL~~

- (a) an approved type course as prescribed in Part 141 or approved manufacturers course or the appropriate written examination as prescribed in Document SA-CATS-AMEL;  
and



- (b) an approved course (or when previously done a refresher within the period of currency of licence) as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and
- (c) an approved piston engine general (Cat C) or gas turbine general (Cat C) course respectively for the appropriate type as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and
- (d) an approved human factors course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(2) The applicant must provide the Commissioner with certified proof of successful completion of approved training and the approved training certificates shall remain valid, provided the holder thereof remains active in aircraft maintenance.

~~(2) An applicant who fails the written examination referred to in sub-regulation (1), may apply for retesting after the appropriate period specified in Document SA-CATS-AMEL.~~

## 18.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

## 19.0 PROPOSAL TO SUBSTITUTE REGULATION 66.04.3 OF THE REGULATIONS

19.1 The following regulation is hereby substituted for regulation 66.04.3:

"Theoretical knowledge examination

66.04.3 (1) An applicant for the issuing of a Class II aircraft maintenance engineer licence with a Category W rating, shall have passed the appropriate written examination as prescribed in Document SA-CATS-AMEL.

- (a) the approved course applicable to the rating applying for, which may be:
  - (i) instruments equipment course (Cat X); or

(ii) electrical equipment course (Cat X); or

(iii) avionic equipment course (Cat X),

as prescribed in Part 141 or the appropriate written examinations as prescribed in Document SA-CATS-AMEL; and

(b) an approved course (or when previously done a refresher within the period of currency of licence) as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(c) an approved human factors course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(2) The applicant must provide the Commissioner with certified proof of successful completion of approved training and the approved training certificates shall remain valid, provided the holder thereof remains active in aircraft maintenance.

~~(2) An applicant who fails the written examination referred to in sub-regulation (1), may apply for retesting after the appropriate period specified in Document SA-CATS-AMEL."~~

## 19.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

## 20.0 PROPOSAL TO SUBSTITUTE REGULATION 66.05.1 and 66.06.1 OF THE REGULATIONS

20.1 The following regulation is hereby substituted for regulation 66.0X.1:

"Requirements for licence and rating

66.0X.1 An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category B rating, or an amendment thereof, shall

- (a) be a South African citizen or in possession of a valid permanent residence permit or valid temporary work permit with a letter of employment and ordinarily reside and be employed in the Republic;
- (b) be not less than 21 years of age;

- (c) have successfully completed the training referred to in regulation 66.05.2;
- (d) have passed the theoretical knowledge examination referred to in regulation 66.05.3; ~~and~~
- (f) have acquired the experience referred to in regulation 66.05.4; and
- (f) have acquired medical fitness as per job specification.

## 20.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

## 21.0 PROPOSAL TO SUBSTITUTE REGULATION 66.06.3 OF THE REGULATIONS

21.1 The following regulation is hereby substituted for regulation 66.06.3:

"Theoretical knowledge examination

66.06.3 (1) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category D rating, shall have passed ~~the appropriate written examination as prescribed in Document SA-CATS-AMEL-~~  
AMEL-

- (a) the approved type course as prescribed in Part 141 or approved manufacturers course or the appropriate written examination as prescribed in Document SA-CATS-AMEL covering the Class I or Class II product to a minimum level (overhaul) needed for a category D rating; and
- (b) an approved course (or when previously done a refresher within the period of currency of licence) as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and
- (c) an approved piston engine general (Cat C) or gas turbine general (Cat C) course respectively per type applying for as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(d) an approved human factors course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(2) The applicant must provide the Commissioner with certified proof of successful completion of approved training and the approved training certificates shall remain valid, provided the holder thereof remains active in aircraft maintenance.

~~(2) An applicant who fails the written examination referred to in sub-regulation (1), may apply for retesting after the appropriate period specified in Document SA-CATS-AMEL.~~

## 21.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

## 22.0. PROPOSAL TO SUBSTITUTE REGULATION 66.07.3 OF THE REGULATIONS

22.1 The following regulation is hereby substituted for regulation 66.06.3:

"Theoretical knowledge examination

66.07.3 (1) An applicant for the issuing of a Class I aircraft maintenance engineer licence with a Category X rating, shall have passed ~~the appropriate written examination as prescribed in Document SA-CATS-AMEL~~

(a) the applicable approved course, per rating applying for, which may be:

- (i) Instrument Equipment Course (Cat X);
- (ii) Electrical Equipment Course (Cat X);
- (iii) Avionic Equipment Course (Cat X);
- (iv) Ignition Equipment Course (Cat X);
- (v) Compass Systems Course (Cat X);
- (vi) Auto Pilot General Course (Cat X); or
- (vii) Type course on variable-pitch propellers (Overhaul Level) (Cat X);

as prescribed in Part 141 or approved manufacturers course on the particular type (overhaul level) or the appropriate

written examinations as prescribed in Document SA-CATS-AMEL; and

(b) an approved course (or when previously done a refresher within the period of currency of licence) as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(c) an approved human factors course as prescribed in Part 141 or the appropriate written examination as prescribed in Document SA-CATS-AMEL; and

(2) The applicant must provide the Commissioner with certified proof of successful completion of approved training and the approved training certificates shall remain valid, provided the holder thereof remains active in aircraft maintenance.

~~(2) An applicant who fails the written examination referred to in sub-regulation (1), may apply for retesting after the appropriate period specified in Document SA-CATS-AMEL.~~

## 22.2 MOTIVATION

AME licensing has been experiencing problems in addressing certain issues when it came to requirements thus a need arose for us to beef up the regulations to address all the issues that it did not address.

### SCHEDULE 5

#### PROPOSALS FOR THE AMENDMENT OF PART 121 OF THE CIVIL AVIATION REGULATIONS, 1997

##### A. *PROPOSER*

Civil Aviation Authority  
Private Bag X73  
Halfway House  
1685

##### B. *PROPOSER'S INTEREST*

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

the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

## 23.0. PROPOSAL TO AMEND REGULATION 121.03.15 OF THE REGULATIONS

23.1 The following regulation is hereby substituted for regulation 121.03.15:

Division Four: Qualifications, Training and Checking of Other Than Flight and Cabin Crew Members

Qualifications and Training

### 121.03.15 (1)

Training

~~121.03.15 (1) The operator of a large commercial air transport aeroplane shall provide, where applicable, an initial, recurrent and refresher training course for any—~~

- ~~(a) load-master;~~
- ~~(b) parachute dispatcher;~~
- ~~(c) navigator; or~~
- ~~(d) other flight crew member essential to safe operations, if the operator has such operations personnel in his or her employ.~~

An air operator shall ensure that, for any person whose function is essential to safe operations in terms of this Part, such person is qualified to operate in the role assigned and provided initial, recurrent and refresher training as prescribed in Document SA-CATS-OPS-121. Such training will be given to any –

- (a) flight operations officer (FOO) or flight follower;
- (b) ground service personnel whose function involves working in, on or around the air operator's aeroplanes; and
- (c) any other person deemed necessary by the Commissioner.

(2) The training referred to in sub-regulation (1) shall be specified in the operations manual referred to in regulation 121.04.2 and conducted by an approved training organisation or as part of an approved training programme.

## 22.2 MOTIVATION

This regulation has been changed to include other operator ground personnel in training programs and to allow training to be conducted by anyone with an approved training program

## 23.0. PROPOSAL TO INSERT REGULATION 121.03.16 INTO THE REGULATIONS

23.1 The following regulation is hereby inserted after regulation 121.03.15:

### Checking, certification and validity periods

121.03.16 (1) The conduct of any check or demonstration of competency required in terms of this Subpart shall be as prescribed in Document SA-CATS-OPS-121.

(2) The provision of any certification issued in terms of this Subpart shall be as prescribed in Document SA-CATS-OPS-121.

(3) The validity period for any required training or demonstration of competency for a FOO is to the first day of the thirteenth month following the month the training or demonstration of competency took place.

(4) Where any required training or demonstration of competency is renewed within the last 60 days of its validity period, its validity period is extended by 12 months.

(5) The Commissioner may extend the validity period of any required training or demonstration of competency by up to 30 days where the Commissioner is satisfied that the application is justified and that aviation safety is not likely to be compromised: Provided the request for extension is submitted prior to the expiration of the training or demonstration of competency.

(6) Completion of a training or demonstration of competency requirement at any time during the periods specified in paragraphs (4) or (5) above shall be considered as completed in the month due for calculation of the next due date.

## 23.2 MOTIVATION

This regulation has been introduced to establish the checking requirements and validity period provisions which are not currently catered for in the Regulations

**SCHEDULE 6****PROPOSALS FOR THE AMENDMENT OF PARTS 1 AND 62 OF THE CIVIL AVIATION REGULATIONS, 1997****A. PROPOSER**

RAASA  
Aeroclub House  
Hangar No 4  
Rand Airport  
Germiston

**B. PROPOSER'S INTEREST**

The proposer is responsible for the controlling and co-ordination of sporting aviation in the Republic of South Africa

**THIS PROPOSAL WAS ORIGINALLY SUBMITTED TO CARCOM AT ITS MEETING OF 27-08-2009, THE NUMBERING THEREOF HAS BEEN RETAINED FOR PURPOSES OF THIS PUBLICATION**

**24.0 PROPOSAL TO AMEND REGULATION 1.00.1 OF THE REGULATIONS**

## Proposal 1.1

Accepted 26-08-09

## Proposal 1.2

## Proposed Regulation

"Touring Motor Glider means an aeroplane that is primarily controlled by manipulating its primary flight control surfaces by conventional methods and other classification parameters as are defined in document SA-CATS-NTCA as Technical Standard 24.01.2.P.1.

## Motivation:

To Provide for Touring Motor Gliders in the regulations



## 25.0 PROPOSAL TO AMEND THE INDEX TO PART 62 OF THE REGULATIONS

Proposal: 2.1

Accepted 26-08-09

Proposal: 2.2

Accepted 26-08-09

Proposal: 2.3

Accepted 26-08-09

Proposal: 2.4

To add to the index the entire Sub Part 17

### **SUBPART 17: REQUIREMENTS FOR THE ISSUE OF A TYPE RATING BY NAME FOR TOURING MOTOR GLIDERS**

- 62.17.1 General
- 62.17.2 Experience
- 62.17.3 Training
- 62.17.4 Theoretical knowledge examination
- 62.17.5 Skills test
- 62.17.6 Crediting of flight time
- 62.17.7 Additional type ratings by name for light sports aeroplanes
- 62.17.8 Application
- 62.17.9 Issuing
- 62.17.10 Period of validity
- 62.17.11 Privileges and limitations
- 62.17.12 Maintenance of competency

### **MOTIVATION**

To provide for the new proposed requirements for pilot licensing for Touring Motor Gliders

## 26.0 PROPOSALS TO AMEND VARIOUS SUB PARTS OF PART 62 OF THE REGULATIONS

Proposal 3.1

**PROPOSAL TO AMEND REGULATION 62.01.5**

By the addition of the following paragraph (g) to regulation 62.01.5

**PROPOSAL**Category ratings

- \_\_\_\_\_ (a) – (f) .....
- \_\_\_\_\_ (g) touring motor gliders

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.2

**PROPOSAL TO AMEND REGULATION 62.01.6**

By the addition of paragraph (h)

62.01.6(h) touring motor gliders

**MOTIVATION**

To provide for touring motor gliders in Part 62

Proposal 3.3

**PROPOSAL TO AMEND REGULATION 62.01.8**

By the addition of the following paragraph (e) to regulation 62.01.8

**PROPOSAL**

- (e) \_\_\_\_\_ In the category touring motor gliders –
- \_\_\_\_\_ (i) \_\_\_\_\_ a Grade C recreational flight instructor rating;
- \_\_\_\_\_ (ii) \_\_\_\_\_ a Grade B recreational flight instructor rating; and
- \_\_\_\_\_ (iii) \_\_\_\_\_ a Grade A recreational flight instructor rating.

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.4

Accepted 26-08-09

Proposal 3.5

Accepted 26-08-09

Proposal 3.6

**PROPOSAL TO AMEND REGULATION 62.01.13**

By the addition of the following paragraph (13) and (14) to regulation 62.01.13

(13) Notwithstanding the provisions of this subsection, the holder of a national pilot licence endorsed for the category touring motor gliders, shall:

- (a) be entitled to be credited with not more than 30 hours flight time acquired in a touring motor gliders, towards the total flight time experience prescribed for the issuing of a national pilot licence endorsed for the category light sport aeroplane.
- (b) accredited acquired knowledge in all subjects towards the theoretical knowledge requirements prescribed for the issuing of a national pilot licence endorsed for the category light sport aeroplane.

(14) Notwithstanding the provisions of this subsection, the holder of a flight instructor rating endorsed for the category touring motor gliders, shall:

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

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.7

Accepted 26-08-09

Proposal 3.8

**PROPOSAL TO AMEND REGULATION 62.04.2(2)**

By the addition of the words "or touring motor gliders" after the words "light sport aeroplanes" in paragraph (a) to regulation 62.04.2(2)

**PROPOSAL**

- (a) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a category, class or type rating for weight-shift controlled microlight aeroplanes, light sport aeroplanes or touring motor gliders, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.04.5.

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.9

Accepted 26-08-09

Proposal 3.10

**PROPOSAL TO AMEND REGULATION 62.04.4(2) OF THE REGULATIONS****PROPOSAL TO AMEND REGULATION 62.04.4**

By the addition of the words "touring motor gliders" after the words "light sport aeroplanes," in paragraph (2) to regulation 62.04.4

## PROPOSAL

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a category, class or type rating for weight-shift controlled microlight aeroplanes, light sport aeroplanes, touring motor gliders or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.

## MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.11

Accepted 26-08-09

Proposal 3.12

Accepted 26-08-09

Proposal 3.13

Accepted 26-08-09

Proposal 3.14

Accepted 26-08-09

Proposal 3.15

Accepted 26-08-09

Proposal 3.16

### **PROPOSAL TO AMEND REGULATION 62.05.2(2) (a)**

By the addition of the words " or touring motor gliders" after the words "light sport aeroplanes," in paragraph (a) to regulation 62.05.2(2) and by deleting the word "or" before the words "light sport aeroplanes"

## PROPOSAL

(a) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a category, class rating or type rating by name for conventionally controlled microlight aeroplanes, ~~or~~ light sport aeroplanes or touring motor gliders, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skills test referred to in regulation 62.05.5;

## MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.17

Accepted 26-08-09

Proposal 3.18

## PROPOSAL TO AMEND REGULATION 62.05.4 OF THE REGULATIONS

By the addition of the words "touring motor gliders" after the words "light sport aeroplanes," in paragraph (2) the addition of the words "pilots of touring motor gliders" after the words "light sport aeroplanes" in paragraph (3) to regulation 62.05.4

## PROPOSAL

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a category, class or type rating for conventionally controlled microlight aeroplanes, light sport aeroplanes, touring motor gliders or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (2), the theoretical knowledge examination, "Principles of Flight" for weight-shift microlight aeroplanes must be written by aeroplane pilots licensed in terms of Part 61, pilots of conventionally controlled microlight aeroplanes, pilots of light sport aeroplanes, pilots of touring motor gliders and gyroplane pilots seeking endorsement for weight-shift microlight aeroplanes.

## MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.19

Accepted 26-08-09

Proposal 3.20

Accepted 26-08-09

Proposal 3.21

Accepted 26-08-09

Proposal 3.22

Accepted 26-08-09

Proposal 3.23

Accepted 26-08-09

Proposal 3.24

## PROPOSAL TO AMEND REGULATION 62.09.2

By the addition of the following paragraph (e) to regulation 62.09.2

### PROPOSAL

(e) in the case of touring motor gliders -

(i) for a Grade C recreational flight instructor rating:

- (aa) hold a national pilot licence endorsed with the category touring motor gliders;
- (bb) have no less than 200 hours flight time as pilot in command with experience gained in not less than 6 months; and
- (cc) undergo 10 hours of practical instruction pattern and 30 hours of class teaching.

(ii) for a Grade B recreational flight instructor rating:

- (aa) have no less than 300 hours flight time and 200 flights as a Grade C instructor, of which 25 flight hours and 50 flights may be accumulated and accredited as a recreational instructor in terms of the category for gliders or power assisted gliders, and 25 flight hours and 50 flights in any other Part 62 category or in terms of a pilot licence issued in terms of Part 61;
  - (bb) the total experience must be gained in not less than 12 months.
- (iii) for a Grade A recreational flight instructor rating:
- (aa) hold a touring motor glider class rating;
  - (bb) have no less than 500 flight hours accumulated as a Grade C or Grade B Instructor, or in terms of a pilot instructors rating issued in terms of Part 61;

### MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.25

Accepted 26-08-09

Proposal 3.26

### PROPOSAL TO AMEND REGULATION 62.09.5(2) OF THE REGULATIONS

By the addition of the following words "or touring motor glider" after the words "light sport aeroplane" in paragraph (h) to regulation 62.09.5(2)

### PROPOSAL

- (h) in the case of a recreational flight instructor (light sport aeroplane or touring motor glider): the holder of an instructor rating with designated examiner status, as prescribed in subpart 62.15.

### MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.27



**PROPOSAL TO AMEND REGULATION 62.09.8 OF THE REGULATIONS**

By the addition of the following paragraphs (j) – (l) to regulation 62.09.8

**PROPOSAL**

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

- (iii) authorize first solo flights of holders of recreational learners certificates;
- (iv) conduct all levels of theoretical training;
- (v) conduct theoretical and technical examinations, a skill test, and issue a class rating; and
- (vi) may take full authority at the training organization in the absence of an appointed chief flight instructor.

### MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.28

### PROPOSAL TO AMEND REGULATION 62.09.10(f) OF THE REGULATIONS

By the addition of the following paragraphs (f) to regulation 62.09.10

### PROPOSAL

- (f) in the case of a recreational flight instructor (touring motor glider) -
  - (i) have attended a flight instructor refresher seminar, as prescribed in Document SA-CATS-FCL 62, within the two years immediately preceding the date of expiring of such rating;
  - (ii) have logged within 12 months immediately preceding the date of expiry, a minimum of 5 flight hours and a total 10 flights pilot in command; and
  - (iii) either –
    - (aa) have provided 30 hours flight time instruction in the three years preceding the expiry date, of which 15 hours of flight time should be within 12 months immediately preceding the date of expiry of such rating; or
    - (bb) within the 90 days immediately preceding the date of expiry of the rating has undergone the skill test referred to in regulation 62.09.5.

### MOTIVATION

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.29

Accepted 26-08-09

## Proposal 3.30

**PROPOSAL TO AMEND REGULATION 62.14.3 OF THE REGULATIONS**

By the addition of the following paragraph (d) to regulation 62.14.3

Proposal

(d) in the case of the category touring motor gliders:

- (i) have at least 200 hours flight time as pilot of a touring motor glider of which not less than 150 hours shall be as pilot-in-command, with a class rating; or
- (ii) have at least 150 hours flight time as pilot-in-command on an aeroplane for which a pilots license in terms of Part 61 is required, or
- (iii) Have at least 100 hours flight time as pilot-in-command of a light sport aeroplane for which a pilot's license in terms of Part 62 is required, and 50 hours as pilot-in-command of a touring motor glider.

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

## Proposal 3.31

**PROPOSAL TO AMEND REGULATION 62.14.10 OF THE REGULATIONS**

By the amendment of the following paragraph (b) of regulation 62.14.10

**PROPOSAL**

- (b) act as pilot-in-command for remuneration in Part 96 operations in any production-built aircraft, including a microlight or light sport aeroplane or any gyroplane with a maximum all-up mass of 2 000 kg, or touring motor glider with a maximum all-up mass of 950kg for which he or she holds a valid category rating, class rating, or type rating.

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

## Proposal 3.32

**PROPOSAL TO AMEND REGULATION 62.15.1 OF THE REGULATIONS**

By the addition of the following paragraphs (f) to regulation 62.15.1

**PROPOSAL**

(f) Touring motor glider examiner

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

## Proposal 3.33

Accepted 26-08-09

## Proposal 3.34

**PROPOSAL TO AMEND REGULATION 62.16.4 OF THE REGULATIONS**

By the replacement of the following paragraph (2) of regulation 62.16.4

**PROPOSAL**

- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a pilot licence, issued in terms of Part 61, or Part 62 with the endorsement touring motor glider, the applicant may be given credit for any theory at the discretion of the testing instructor.

**MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

## Proposal 3.35

**PROPOSAL TO AMEND REGULATION 62 OF THE REGULATIONS**

By the addition of sub-part 17 for Touring Motor Gliders

Proposed Regulation:

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

General

62.17.1

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

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

Experience

62.17.2

3(1) An applicant for the issuing of an initial type rating by name for touring motor gliders shall have completed not less than 35 hours flight time as a pilot of a touring motor glider which shall include –

- (a) a minimum total of 40 flights, including 20 solo flights
- (b) The solo flights in (a) above shall include
  - (i) 2 flights continuous engine off which demonstrates proficiency in sustained soaring flight, and
  - (ii) 3 flights with an engine off circuit and landing (engine off from the intercept point of crosswind leg and base leg of the circuit)
- (c) 2 dual cross country flights with a distance not less than 100 nautical miles each, including a full stop landing at a point other than the point of departure and destination (with no engine shutdown or soaring requirement)
- (d) one dual and one solo flight into an aerodrome with active Air Traffic Service Unit which shall include a full stop landing and takeoff.

(2) An applicant for the issuing of an additional type rating by name, in the category touring motor gliders the applicant shall have completed

not less than a minimum total of 2 flights of which 1 shall be a solo flight of a minimum of 1 hour flying time including at least three take-offs and landings during this time.

- (3) Notwithstanding the provisions of sub-regulation (1) and (2), in the case of an applicant with extensive experience as the holder of a national pilot licence with the category endorsements for either conventionally controlled microlight aeroplanes or light sport aeroplanes, or the holder of a pilot licence issued in terms of Part 61, the requirements may be relaxed, for a touring motor glider first type rating, to the minimum requirements according to sub-regulation (2) at the discretion of the flight instructor who conducts the skills test, referred to in regulation 62.17.5.
- (4) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant is the holder of a recreational pilot licence with a category rating for gyroplanes or weight shift controlled microlight aeroplane, the cross-country requirements, referred to in paragraph (b) of sub-regulation (1) may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in regulation 62.17.5.

#### Training

##### 62.17.3

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

#### Theoretical knowledge examination

##### 62.17.4

- (1) An applicant for the issuing of an open class rating or a type rating by name for touring motor gliders shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience, who is the holder of a pilot licence issued in terms of Part 61, or is the holder of a national pilot licence endorsed with the categories, conventionally controlled microlight aeroplane or light sport aeroplane, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (2), in the case of an applicant who is the holder of a national pilot licence endorsed for the category weight shift controlled microlight aeroplane or gyroplane the

applicant may be given credit for any theory at the discretion of the testing instructor; provided that the gliding theoretical knowledge examinations must be written.

#### Skills test

##### 62.17.5

- (1) An applicant for the issuing of an initial type rating by name for touring motor gliders shall have demonstrated to the holder of a Grade B or Grade A touring motor glider flight instructor rating, the ability to perform, as pilot-in-command of a touring motor glider, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a national pilot licence.
- (2) The applicant shall undergo the skills test, referred to in sub-regulation (1), within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.17.4 and within the 60 days immediately preceding the date of application.

#### Crediting of flight time

##### 62.17.6

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

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

Additional type ratings by name for touring motor gliders62.17.7

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

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

Application

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

- (a) be made to the Commissioner or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document SA-CATS-FCL 62; and
- (b) be accompanied by -
  - (i) a valid application for the issue of such licence;
  - (ii) certified proof that the requirements prescribed in regulation 62.17.1 or 62.17.7 if applicable, have been complied with;
  - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.

Issuing62.17.9

- (1) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue an open class rating or type rating by name for touring motor gliders if the applicant complies with the requirements referred to in regulation 62.17.8.
- (2) An open class rating or type rating by name for touring motor gliders shall be issued in the format prescribed in Document SA-CATS-FCL 62.



Period of validity

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

Privileges and limitations

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

(a) within Class F and Class G airspace;

(b) within controlled airspace unless –

(i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;

(ii) such two-way radio communication as the said unit may require, is established;

(iii) continuous radio watch is maintained; and

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

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

(i) the holder of a type rating by name for touring motor gliders may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part; and

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

Maintenance of competency

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

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

### **MOTIVATION**

To allow for the addition of touring motor gliders in Part 62 regulations.

Proposal 3.36

Accepted 26-08-09

Proposal 3.37

Accepted 26-08-09

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