

DEPARTMENT OF TRANSPORT

No R _____

August 2008

AVIATION ACT, 1962 (ACT NO 74 OF 1962)

THIRTY FOURTH AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

The Minister of Transport has under section 22(1) of the Aviation Act, 1962 (Act No 74 of 1962) made the regulations in the Schedule hereto.

SCHEDULE

Definition

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

Amendment of Regulation 1.00.1 of the Regulations

2. Regulation 1.00.1 of the Regulations is hereby amended by –

- (a) the insertion of the following definition after the definition of “acrobatic flight”:

“**active flight deck duty**’ means the time spent on duty on the flight deck during a sector excluding any break of not less than one hour whilst being relieved by an additional crew member;”;

- (b) the insertion of the following definition after the definition of “control zone”:

“**conventional microlight aeroplane**’ means an aeroplane of which the maximum take-off mass and other classification parameters are defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 E 2;”;

- (c) the substitution for the definition of “Document SA-CATS-ACCID” and INCID” of the following definition:

“**Document SA-CATS-ACCID and INCID**’ means the technical standard relating to aviation accident and incident investigation, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (d) the substitution for the definition of “Document SA-CATS-AH” of the following definition:

“**Document SA-CATS-AH**’ means the technical standard relating to aerodromes and heliports, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (e) the substitution for the definition of “Document SA-CATS-AIRS of the following definition:

“**Document SA-CATS-AIRS**’ means the technical standard relating to aeronautical information and related services, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (f) the substitution for the definition of “Document SA-CATS-AMEL” of the following definition:

“**Document SA-CATS-AMEL**’ means the technical standard relating to aircraft maintenance engineer licensing, but excludes the format of any

related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (g) the substitution for the definition of “Document SA-CATS-AMO” of the following definition:

“**Document SA-CATS-AMO**’ means the technical standard relating to aircraft maintenance organisations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (h) the substitution for the definition of “Document SA-CATS-AR” of the following definition:

“**Document SA-CATS-AR**” means the technical standard relating to airworthiness requirements, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (i) the substitution for the definition of “Document SA-CATS-ARM” of the following definition:

“**Document SA-CATS-ARM**’ means the technical standard relating to Aircraft Registration and Marking, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (j) the substitution for the definition of “Document SA-CATS-ARO” of the following definition:

“**Document SA-CATS-ARO**’ means the technical standard relating to aviation recreational organisations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (k) the substitution for the definition of “Document SA-CATS-ATO” of the following definition:

“**Document SA-CATS-ATO**’ means the technical standard relating to aviation training organisations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (l) the substitution for the definition of “Document SA-CATS-ATS” of the following definition:

“**Document SA-CATS-ATS**’ means the technical standard relating to air traffic services, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (m) the substitution for the definition of “Document SA-CATS-ATSPL” of the following definition:

“**Document SA-CATS-ATSPL**’ means the technical standard relating to air traffic service personnel licensing, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (n) the substitution for the definition of “Document SA-CATS-DG” of the following definition:

“**Document SA-CATS-DG**’ means the technical standard relating to conveyance of dangerous goods, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (o) the substitution for the definition of “Document SA-CATS-DO” of the following definition:

“**Document SA-CATS-DO**’ means the technical standard relating to design organisations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (p) the substitution for the definition of “Document SA-CATS-ENVIRO” of the following definition:

“**Document SA-CATS-ENVIRO**’ means the technical standard relating to environmental protection, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (q) the substitution for the definition of “Document SA-CATS-FCL” of the following definition:

“**Document SA-CATS-FCL 61**’ means the technical standard relating to pilot licensing, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (r) the insertion after the definition of “Document SA-CATS-FCL 61” of the following definitions:

“**Document SA-CATS-FCL 62**’ means the technical standard relating to recreational pilot licensing, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;

‘**Document SA-CATS-FCL 63**’ means the technical standard relating to flight engineering licensing, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;

‘**Document SA-CATS-FCL 64**’ means the technical standard relating to cabin crew licensing, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (s) the substitution for the definition of “Document SA-CATS-GMR” of the following definition:

“**Document SA-CATS-GMR**’ means the technical standard relating to general maintenance rules, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (t) the substitution for the definition of “Document SA-CATS-MORG” of the following definition:

“**Document SA-CATS-MORG**’ means the technical standard relating to manufacturing organisations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (u) the substitution for the definition of “Document SA-CATS-MR” of the following definition:

“**Document SA-CATS-MR**’ means the technical standard relating to medical requirements, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (v) the substitution for the definition of “Document SA-CATS-OPS 91” of the following definition:

“**Document SA-CATS-OPS 91**’ means the technical standard relating to general operating and flight rules but excludes the format of any related

forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (w) the substitution for the definition of “Document SA-CATS-OPS 105” of the following definition:

“**Document SA-CATS-OPS 105**’ means the technical standard relating to the operation of parachutes, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (x) the substitution for the definition of “Document SA-CATS-OPS 121” of the following definition:

“**Document SA-CATS -OPS 121**’ means the technical standard relating to air transport operations with large aeroplanes, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (y) the substitution for the definition of “Document SA-CATS-OPS 127” of the following definition:

“**Document SA-CATS-OPS 127**’ means the technical standard relating to air transport operations with helicopters, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (z) the substitution for the definition of “Document SA-CATS-OPS 133” of the following definition:

“**Document SA-CATS-OPS 133**’ means the technical standard relating to helicopter external load operations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (zA) the substitution for the definition of “Document SA-CATS-OPS 135” of the following definition:

“**Document SA-CATS-OPS 135**’ means the technical standard relating to air transport operations with small aeroplanes, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;

- (zB) the substitution for the definition of “Document SA-CATS-OPS 137” of the following definition:

- “**Document SA-CATS-OPS 137**’ means the technical standard relating to agricultural operations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;
- (zC) the substitution for the definition of “Document SA-CATS-OPS 138” of the following definition:
- “**Document SA-CATS-OPS 138**’ means the technical standard relating to air ambulance operations, but excludes the format of any related forms and certificates, which is published by the Commissioner in terms of the Act;”;
- (zD) the insertion of the following definition after the definition of “hang-glider”:
- “**hang-glider aero tow rating**’ means a rating issued to the pilot of a hang-glider qualifying him or her to be aero-tugged;”;
- (zE) the insertion of the following definition after the definition of “lighter-than-air aircraft”:
- “**light sport aeroplane**’ means an aeroplane of which the maximum take-off mass and other classification parameters are defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 O 2;”;
- (zF) the insertion of the following definition after the definition of “safety”:
- “**safety directive**’ means an instruction other than an airworthiness directive or technical standard, issued under the provisions of section 22A of the Act, by the Commissioner to ensure that an identified unsafe condition or practice is remedied;”;
- (zG) the insertion of the following definition after the definition of “simulator”:
- “**skills test**’ means a test carried out for the purpose of issuing or re-issuing or renewing a pilot licence or rating;”;
- (zH) the insertion of the following definition after the definition of “touring glider”:
- “**tow**’ means the action of pulling an unmanned object behind an aircraft;”;
- (zI) the insertion of the following definition after the definition of “TSO authorization”:

“**tug**’ means the action of pulling a manned aircraft behind another aircraft;”;

- (zJ) the substitution for the definition of “weight-shift controlled microlight aeroplane” of following definition:

“**weight-shift controlled microlight aeroplane**’ means an aeroplane that is primarily controlled by physically exerting force on the wing and with other classification parameters as defined in Document SA-CATS-NTCA as Technical Standard 24.01.2 E 2;”.

Amendment of Regulation 12.01.6 of the Regulations

3. Regulation 12.01.6 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) The Commissioner may –

- (a) designate an accredited representative, for the purpose of investigating an accident or incident involving a South African registered aircraft in a territory of another state; or
- (b) accept the accreditation or appointment of an accredited representative of the State of Registry, State of the Operator, State of Design or State of Manufacture for the purposes of investigating an accident or incident involving a South African or foreign registered aircraft in the territory of the Republic.”.

Substitution of Regulation 12.01.7 of the Regulations

4. The following regulation is herewith substituted for Regulation 12.01.7 of the Regulations:

“Designation of adviser

12.01.7 (1) The Commissioner may, in consultation with the accredited representative, designate an adviser for the purpose of assisting the accredited representative in the investigation of an accident or incident.

(2) An adviser designated in terms of sub-regulation (1) may, under the control of the investigator-in-charge and the supervision of the accredited representative –

- (a) visit the scene of the accident or incident;
- (b) examine the wreckage;

- (c) obtain information from witnesses and suggest areas for questioning;
- (d) have access to all relevant evidence;
- (e) receive copies of all relevant documents, books, notes, photographs, recordings and transcripts;
- (f) participate in readouts of recorded media;
- (g) participate in component examinations, technical briefings, tests and simulations and other investigative activities;
- (h) participate in deliberations on the analysis, findings, cause or causes and safety recommendations; and
- (i) make submissions in respect of the various elements of the investigation.

(3) Should the Republic of South Africa be the State of Occurrence, the Commissioner may, in consultation with the investigator-in-charge, accept the designation or appointment of an adviser for the purpose of assisting the accredited representative in the investigation of an accident or incident.

(4) The conditions and requirements for and the rules, procedures and standards connected with a designation referred to in sub-regulation (1) and (2) shall be as prescribed in Document SA-CATS-ACCID and INCID.”.

Addition of Regulation 12.04.6 in the Regulations

5. The following regulation is herewith added after regulation 12.04.5 of the Regulations:

“Non-disclosure of records

12.04.6 (1) The following records shall not be made available for purposes other than accident or incident investigations, unless a court of law determines that their disclosure outweighs the adverse domestic and international impact such action may have on that or future investigations, taking into account all applicable law:

- (a) all statements taken from persons by the investigator/s of the investigation team in the course of the investigation;
- (b) all records of communications between persons having been involved in the operation of the aircraft;
- (c) medical and private information regarding persons involved in the accident or incident;
- (d) cockpit voice recordings and transcripts from such recordings;

- (e) recordings and transcriptions of recordings from air traffic control units; and
 - (f) opinions expressed in the analysis of information, including information obtained from flight recorders.
- (2) These records shall be included in the final report or its appendices only when pertinent to the analysis of the accident or incident.
- (3) Parts of the record not relevant to the analysis shall not be disclosed.”.

Amendment of Regulation 12.05.2 of the Regulations

6. Regulation 12.05.2 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) Any interested person who feels aggrieved by the findings on an investigation may appeal against such findings to the Commissioner, within 60 days after the publication of such findings.”.

Amendment of Regulation 21.01.1 of the Regulations

7. Regulation 21.01.1 of the Regulations is herewith amended by the addition in sub-regulation (2) after paragraph (h) of the following paragraphs:

- “(i) rigid airship; or
- (j) unmanned aerial vehicle.”.

Amendment of Regulation 21.01.2 of the Regulations

8. Regulation 21.01.2 of the Regulations is herewith amended by the deletion in sub-regulation (2) of paragraphs (i) and (j).

Substitution of Regulation 47.00.5 of the Regulations

9. The following regulation is herewith substituted for Regulation 47.00.5 of the Regulations:

“Application for registration

(1) An application for the registration of an aircraft and the issuing of a certificate of registration shall be made to the Commissioner in the appropriate form as prescribed in Document SA-CATS-ARM.

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

- (a) in the case of an aircraft which is imported into the Republic for the first time or returns to the Republic and has to be re-registered on the register in terms of Part 21 –
 - (i) a certificate or notification of cancellation from the appropriate authority of the State or territory in which the aircraft was last registered; or
 - (ii) a certificate or notification of non-registration from the appropriate authority of the State or territory from which the aircraft is imported; and
 - (iii) the original of –
 - (aa) the valid certificate of airworthiness issued by the appropriate authority of the last State or territory in which the aircraft was last registered; or
 - (bb) the export certificate of airworthiness issued by the appropriate authority of the State or territory from which the aircraft is imported; and
 - (iv) confirmation that a type acceptance certificate has been issued by the Commissioner; and
 - (v) the supporting documents from the South African Revenue Service issued in terms of section 38, 39 or 44 of the Customs and Excise Act, 1964, as prescribed in Document SA-CATS-ARM.

- (b) in the case of a non-type certificated aircraft which is imported into the Republic for the first time or returns to the Republic and has to be re-registered on the register in terms of Part 24, if a –
 - (i) Production-built aircraft -**
 - (aa) a certificate or notification of cancellation from the appropriate authority of the State or territory in which the aircraft was last registered; or
 - (bb) a certificate or notification of non-registration from the appropriate authority of the State or territory from which the aircraft is imported; and
 - (cc) a copy of the certificate of conformity issued by the manufacturer;
 - (dd) the original of –
 - (A) the valid authority to fly or flight permit or other similar document, as the case may be, issued by the appropriate authority of the State or territory in which the aircraft was last registered; or

- (B) an export authority to fly or flight permit or other similar document, as the case may be, issued by the appropriate authority of the State or territory from which the aircraft is imported;
 - (ee) confirmation that a certificate of acceptance for the non-type certificated aircraft has been issued by the Commissioner;
 - (ff) the supporting documents from the South African Revenue Service issued in terms of section 38, 39 or 44 of the Customs and Excise Act, 1964, as prescribed in the Document SA-CATS-ARM.
- (ii) Amateur-built aircraft –**
 - (aa) a certificate or notification of cancellation from the appropriate authority of the State or territory in which the aircraft was last registered; or
 - (bb) a certificate or notification of non-registration from the appropriate authority of the State or territory from which the aircraft is imported; and
 - (cc) the original of –
 - (A) the valid authority to fly or flight permit or other similar document, as the case may be, issued by the appropriate authority of the State or territory in which the aircraft was last registered; or
 - (B) an export authority to fly or flight permit or other similar document, as the case may be, issued by the appropriate authority of the State or territory from which the aircraft is imported;
 - (dd) the supporting documents from the South African Revenue Service issued in terms of the Customs and Excise Act of 1964, section 38, 39 and 44 as prescribed in the Document SA-CATS-ARM;
- (c) in the case of an aircraft that is locally manufactured or assembled and has to be registered in the Republic for the first time, or returns to the Republic and has to be re-registered in terms of Part 21 –
 - (i) a copy of the certificate of conformity issued by the manufacturer; and
 - (ii) a copy of the type certificate issued by the Commissioner;
- (d) in the case of a non-type certificated aircraft that is locally manufactured or assembled and has to be registered in the

Republic for the first time or returns to the Republic terms of Part 24, if a –

(i) **Production-built aircraft**

- (aa) a copy of the certificate of conformity issued by the manufacturer; and
- (bb) confirmation that a certificate of acceptance of the non-type certificated aircraft has been issued by the Commissioner;

(ii) **Amateur-built aircraft – derived from an approved kit**

- (aa) a copy of the certificate of conformity issued by the manufacturer; and
- (bb) confirmation that a certificate of acceptance of non-type certificated aircraft has been issued by the Commissioner.

(iii) **Amateur-built aircraft – derived from approved plans**

- (aa) notification of authorisation for registration issued by the Commissioner;

- (e) in the case of a veteran aircraft or ex-military aircraft that has to be registered in the Republic for the first time or returns to the Republic and has to be re-registered in terms of Part 24, the requirements shall be those prescribed in sub-regulation 47.00.5(2)(b)(i) as applicable;
- (f) if the aircraft is to be registered in the name of an individual, proof of his of her identity;
- (g) if the aircraft is to be registered in the name of a company –
 - (i) a certified true copy of its most recent register of directors lodged with the Registrar of Companies in terms of the Companies Act, 1973 (Act No. 61 of 1973);
 - (ii) proof of identity of the director authorised to act on behalf of the applicant; and
 - (iii) the relevant authorising resolution in the appropriate form as described in Document SA-CATS-ARM;
- (h) if the aircraft is to be registered in the name of a close corporation –
 - (i) a certified true copy of its founding statement, approved by the Registrar of Close Corporations in terms of the Close Corporation Act, 1984 (Act No. 69 of 1984);

- (ii) proof of identity of the member authorised to act on behalf of the applicant; and
- (iii) the relevant authorising resolution in the appropriate form as prescribed in Document SA-CATS-ARM;
- (i) if the aircraft is to be registered in the name of a trust –
 - (i) a certified true copy of –
 - (aa) the trust instrument; or
 - (bb) the appropriate letter of appointment;
 - (ii) proof of identity of the trustee authorised to act on behalf of the applicant; and
 - (iii) the authorising resolution concerned in the appropriate form as prescribed in Document SA-CATS-ARM;
- (j) if the aircraft is to be registered in the name of any other applicant –
 - (i) a certified true copy of any other founding documents; and
 - (ii) proof of identity of the person authorised to act on behalf of the applicant; and
 - (iii) the relevant authorising resolution in the appropriate form as prescribed in Document SA-CATS-ARM;
- (k) the appropriate fee as prescribed in Part 187.

(3) The Commissioner may exempt an applicant from the provisions of sub-paragraph (a)(iii), sub-paragraph (b)(i)(dd), or sub-paragraph (b)(ii)(cc) of sub-regulation (2), if the Commissioner is satisfied that such exemption will not jeopardise aviation safety.

Amendment of regulation 62.01.5 of the regulations

10. Regulation 62.01.5 is herewith amended by –

- (a) the substitution for paragraph (e) of the following paragraph:
 - “(e) paragliders, including powered paragliders and powered paratrikes.”;
- (b) the insertion of the following paragraph after paragraph (e):
 - “(f) light sport aeroplanes.”.

Amendment of regulation 62.01.6 of the regulations

11. Regulation 62.01.6 is herewith amended by –

- (a) the substitution for paragraph (b) of the following paragraph:
 - “(b) in the case of weight-shift controlled microlight aeroplanes –
 - (i) a single weight-shift controlled microlight aeroplane, land;
 - (ii) a single weight-shift controlled microlight aeroplane, amphibian and sea;”;
- (b) the substitution in paragraph (d) for the words preceding sub-paragraph (i) of the following words:
 - “(d) in the case of paragliders, powered paragliders and powered paratrikes –“.

Amendment of regulation 62.01.7 of the regulations

- 12.** Regulation 62.01.7 is herewith amended by the addition after sub-regulation (3) of the following sub-regulations:

“(4) The type ratings for weight-shift microlight aeroplanes comprise type ratings by name for weight-shift microlights.

(5) The type ratings for light sport aeroplanes comprise type ratings by name for light sport aeroplanes.”.

Amendment of regulation 62.01.8 of the regulations

- 13.** Regulation 62.01.8 is herewith amended by –

- (a) the substitution in sub-regulation (1) for paragraphs (c) and (d) of the following sub-paragraphs:
 - “(c) a tug and tow rating for conventional, weight-shift controlled microlight and light sport aeroplanes;
 - (d) an aero-tow rating for hang-glider pilots;”.
- (b) the substitution in sub-regulation (2) for paragraph (b) of the following paragraph:
 - “(b) in the category gyroplanes –
 - (i) a recreational assistant flight instructor rating (gyroplane);
 - (ii) a recreational flight instructor rating (gyroplane); and

- (iii) a recreational chief flight instructor rating (gyroplane);”;
- (c) the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:
 - “(c) in the categories hang-gliders, paragliders and paratrikes –
 - (i) a Grade C recreational flight instructor rating (hang-glider / paraglider /power paraglider foot-launched / powered paratrike);
 - (ii) a Grade B recreational flight instructor rating (hang-glider / paraglider /power paraglider foot-launched / powered paratrike);
 - (iii) a Grade A recreational flight instructor rating (hang-glider / paraglider /power paraglider foot-launched / powered paratrike).”;
- (d) the insertion in sub-regulation (2) after paragraph (c) of the following paragraph:
 - “(d) in the category light sport aeroplanes –
 - (i) a Grade C recreational flight instructor rating (light sport aeroplane);
 - (ii) a Grade B recreational flight instructor rating (light sport aeroplane); and
 - (iii) a Grade A recreational flight instructor rating (light sport aeroplane).”.

Amendment of regulation 62.01.9 of the regulations

14. Regulation 62.01.9 is herewith amended by –

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

“(4) The proficiency check shall consist of a skills test without the need for a cross country flight test as defined in Document SA-CATS-FCL 62, to be conducted in an aircraft of the category for which he or she is licensed: Provided that in the case of hang-gliders and paragliders the skills test shall not be a requirement, unless the pilot has not met the annually required number of flights or hours.”
- (b) the substitution in sub-regulation (7) for paragraph (a) of the following paragraph:

“(7)(a) The holder of a recreational pilot licence shall pay the applicable currency fee as prescribed in Part 187 on the anniversary date of his or her licence. The fee shall be paid to the Commissioner, or to the organisation 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. The summary shall be in the format prescribed in Document SA-CATS-FCL 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarised.”.

Amendment of regulation 62.01.10 of the regulations

15. Regulation 62.01.10 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation –

“(1) An applicant for, or holder of, a recreational pilot licence shall hold an appropriate valid medical certificate issued in terms of Part 67 of these Regulations, and he or she shall submit a copy thereof to the Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be.”.

Amendment of regulation 62.01.13 of the regulations

16. Regulation 62.01.13 is herewith amended by –

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

“(5) A learner pilot shall be entitled to be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a recreational pilot licence in the category in which he or she is undergoing instruction.”;

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

“(7) Where the holder of a recreational pilot licence applies for an additional category, class or type rating, he or she may be credited with any theoretical knowledge previously acquired in obtaining the licence or any rating, provided such theoretical knowledge meets or exceeds the standard of theoretical knowledge of the category being applied for, and at the discretion of the Commissioner or the organisation designated for the purpose in terms of Part 149, as the case may be.”;

(c) the addition of the following sub-regulations after sub-regulation (8) –

“(9) Notwithstanding the provisions of this regulation, the holder of a recreational pilot licence endorsed for the category weight-shift microlight aeroplane or gyroplane, shall –

- (a) be entitled to be credited with not more than 20 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the endorsement of a recreational pilot licence for the category light sport aeroplane;
- (b) have acquired knowledge in the subjects meteorology and navigation towards the theoretical knowledge requirements prescribed for the endorsement of a recreational flight instructor rating endorsed for the category light sport aeroplane.

(10) Notwithstanding the provisions of this regulation, the holder of a recreational pilot licence endorsed for the category conventional microlight aeroplane, shall –

- (a) be entitled to be credited with not more than 30 hours flight time acquired in a conventional microlight aeroplane towards the total flight time experience prescribed for the endorsement of a recreational pilot licence for the category light sport aeroplane;
- (b) have acquired knowledge in the subjects meteorology, engines & air frames and navigation towards the theoretical knowledge requirements prescribed for the endorsement of a recreational flight instructor rating for the category light sport aeroplane.

(11) Notwithstanding the provisions of this regulation, the holder of a recreational flight instructor rating endorsed for the category weight-shift microlight aeroplane or gyroplane, shall –

- (a) be entitled to be credited with not more than 100 hours' flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the endorsement of a recreational flight instructor rating for the category light sport aeroplane;
- (b) have acquired knowledge in the subjects meteorology and navigation towards the theoretical knowledge requirements prescribed for the endorsement of a recreational flight instructor rating endorsed for the category light sport aeroplane.

(12) Notwithstanding the provisions of this regulation, the holder of a recreational flight instructor rating endorsed for the category conventional microlight aeroplane, shall –

- (a) be entitled to be credited with not more than 150 hours flight time acquired in a conventional microlight aeroplane towards the total

flight time experience prescribed for the endorsement of a recreational flight instructor rating for the category light sport aeroplane;

- (b) have acquired knowledge in the subjects meteorology, engines and air frames and navigation towards the theoretical knowledge requirements prescribed for the endorsement of a recreational flight instructor rating endorsed for the category light sport aero plane.”.

Amendment of regulation 62.01.16 of the regulations

17. Regulation 62.01.16 is herewith amended by the substitution for sub-regulation (7) of the following sub-regulation –

“(7) Where a proficiency check or skills test is required, such test shall be undertaken in an aircraft of the class or type, appropriate to the recreational pilot licence category for which a Certificate of Validation is sought.”.

Substitution of regulation 62.01.20 of the regulations

18. The following regulation is herewith substituted for regulation 62.01.20 of the regulations:

“Payment of currency fee

62.01.20 The holder of a recreational 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 Civil Aviation Authority or to the organization approved for the purpose in terms of Part 149, as the case may be. Where applicable, the payment shall be accompanied by the summary as prescribed by regulation 62.01.9(7).”.

Amendment of regulation 62.02.4 of the regulations

19. Regulation 62.02.4 of the regulations is herewith amended by –

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

“(1) If the recreational pilot learner, in terms of these regulations, is required to operate radio apparatus while flying solo, a recreational pilot learner’s certificate may be issued to the applicant who is not in the possession of a certificate of proficiency (aeronautical), provided that he or she is the holder of a certificate of competency issued in three phases prior to solo flight as prescribed in sub-

paragraphs (b) (i), (ii) and (iii) of regulation 62.02.4 (1) by the holder of a flight instructor rating, wherein it is certified that –

- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
- (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights –
 - (i) within the circuit area of the aerodrome 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 and outside controlled airspace.”;
- (b) the substitution for sub-regulation (3) of the following sub-regulation:

“(3) The certificate of competency referred to in sub-regulation (1) shall be valid for as long as the recreational learner’s certificate is valid.”.

Amendment of regulation 62.02.8 of the regulations

20. Regulation 62.02.8 of the regulations is herewith amended by the insertion after sub-regulation (2) of the following sub-regulations:

(2A) A learner recreational pilot shall not fly solo in the circuit unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in Document SA-CATS-FCL 62, and his or her logbook has been endorsed to fly solo in the circuit.

(2B) A learner recreational pilot shall not fly solo outside of the circuit or in the general flying area unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulation (2A) above and in Document SA-CATS-FCL 62, and his or her logbook has been endorsed to do so.

(2C) A learner recreational pilot shall not fly solo on a cross-country flight unless he has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulations (2A) and (2B) above and in Document SA-CATS-FCL 62, and his or her logbook has been endorsed for solo cross-country flight.”.

Amendment of regulation 62.03.1 of the regulations

21. Regulation 62.03.1 of the Regulations is herewith amended by –

- (a) the deletion in sub-regulation (1) of paragraph (e);
- (b) the substitution for sub-regulation (2) of the following sub-regulation:

“(2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category paraglider, hang-glider, powered paraglider and powered paratrike, shall be not less than 16 years of age.”.

Amendment of regulation 62.03.2 of the regulations

22. Regulation 62.03.2 of the Regulations is herewith amended by –

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

“(ii) a valid pilot licence reference number;”;
- (b) the addition in paragraph (b) after sub-paragraph (v) of the following subparagraph:

“(vi) a copy of his or her logbook showing all training, and accurately summarized as per Document SA-CATS-FCL 62.”.

Amendment of regulation 62.03.4 of the regulations

23. Regulation 62.03.4 is herewith amended by the deletion of paragraph (d).

Amendment of regulation 62.04.1 of the regulations

24. Regulation 62.04.1 is herewith amended by the substitution for the words preceding paragraph (a) and of paragraph (a) of the following words and paragraph:

- “**62.04.1** For an applicant for, or the holder of, a recreational pilot licence to be issued with an initial type rating by name for conventional microlight aeroplanes, he or she shall –
- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);”.

Amendment of regulation 62.04.2 of the regulations

25. Regulation 62.04.2 is herewith amended by –

- (a) the substitution for the words preceding paragraph (a) of the following words:

“**62.04.2** (1) An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have completed not less than 25 hours flight time as a pilot of a conventional microlight aeroplane, of which at least 15 hours shall be solo flight time, and which shall include –”;

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

“(3) An applicant for the issuing of a class rating for conventional microlight aeroplanes shall have completed not less than 100 hours flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings by name for conventional microlight aeroplanes.”.

Substitution of regulation 62.04.3 of the regulations

26. The following regulation is herewith substituted for regulation 62.04.3 of the regulations:

“Training

62.04.3 An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.”.

Amendment of regulation 62.04.4 of the regulations

27. Regulation 62.04.4 is herewith amended by the numbering of the existing sub-regulation as sub-regulation (1) and the addition after the current sub-regulation of the following sub-regulations:

“(2) An applicant for the issuing of a type rating by name for conventional microlight aeroplanes shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.

(3) 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 class or type rating for weight-shift controlled

microlight aeroplanes, light sport aeroplanes or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.

(4) Notwithstanding the provisions of sub-regulation (2), the theoretical knowledge examination, “principles of flight” for conventional micro light aeroplanes has to be written by both weight-shift controlled microlight pilots and gyroplane pilots seeking endorsement for a conventional micro light aeroplane.”.

Amendment of regulation 62.04.5 of the regulations

28. Regulation 62.04.5 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A conventional microlight aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a conventional microlight aeroplane, 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 recreational pilot licence.”.

Amendment of regulation 62.04.6 of the regulations

29. Regulation 62.04.6 is herewith amended by –

- (a) the numbering of the existing sub-regulation as sub-regulation (1);
- (b) the substitution in sub-regulation (1) for sub-paragraph (i) of paragraph (b) of the following sub-paragraph:

“(i) a valid licence reference number or a valid application for the issue of such licence;

- (c) and the addition after sub-regulation (1) of the following sub-regulations:

“(2) An applicant for the issue of an additional type rating by name for conventional microlight aeroplanes shall –

- (a) undergo a skills test with a Grade C, B or A-instructor with the appropriate type or class rating wherein a high standard of vital action drill shall be required;

- (b) with the examiner 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
- (c) pass the technical examinations as prescribed in Document SA-CATS-FCL 62.”.

Amendment of regulation 62.04.7 of the regulations

30. Regulation 62.04.7 is herewith amended by addition after sub-regulation (2) of the following sub-regulation:

“(3) An applicant for the issuing of a class rating for conventional microlight aeroplanes shall have completed not less than 500 hours’ flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings by name for conventional microlight aeroplanes.”.

Amendment of regulation 62.04.9 of the regulations

31. Regulation 62.04.9 is herewith amended by –

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

“(b) within controlled airspace unless –“;

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

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

Amendment of regulation 62.04.10 of the regulations

32. Regulation 62.04.10 is herewith amended by the substitution for sub-paragraph (ii) of paragraph (a) of the following sub-paragraph:

“(ii) has passed a skills test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and;”.

Substitution of heading to Subpart 5 of Part 62 of the regulations

33. The following heading is herewith substituted for the heading to Subpart 5 of Part 62 of the Regulations:

“REQUIREMENTS FOR THE ISSUE OF A CLASS RATING OR TYPE RATING BY NAME FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES”.

Amendment of regulation 62.05.1 of the regulations

34. Regulation 62.05.1 is herewith amended by the substitution for the words preceding paragraph (a) and of paragraph (a) of the following words and paragraph:

“62.05.1 For the applicant for, or the holder of, a recreational pilot licence to be issued with a type rating by name for weight-shift controlled microlight aeroplanes, he or she shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);”.

Amendment of regulation 62.05.2 of the regulations

35. Regulation 62.05.2 of the regulations is herewith amended by the substitution for sub-regulations (1) and (2) of the following sub-regulations:

“62.05.2 (1) An applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes shall have completed not less than 25 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, of which at least 15 hours shall be solo flight time, and which shall include –

- (a) one dual cross-country flight and one solo cross-country flight, each of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.

(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 class rating or type rating by name for

conventional microlight aeroplanes, 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 62.05.5. The dual instruction hour requirement may also be reduced in the case of an applicant with extensive experience of hang-gliding.”.

Substitution of regulation 62.05.3 of the regulations

36. The following regulation is herewith substituted for regulation 62.05.3 of the regulations:

“Training

62.05.3 An applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.”.

Substitution of regulation 62.05.4 of the regulations

37. The following regulation is herewith substituted for regulation 62.05.4 of the regulations:

“Theoretical knowledge examination

62.05.4 (1) An applicant for the issuing of an initial type rating by name for weight-shift controlled microlight aeroplanes 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 as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class or type rating for conventional controlled microlight aeroplanes 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 and gyroplane pilots seeking endorsement for weight-shift microlight aeroplanes.”.

Amendment of regulation 62.05.5 of the regulations

- 38.** Regulation 62.05.5 of the regulations is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) An applicant for the issuing of a type rating by name for weight-shift controlled microlight aeroplanes shall have demonstrated to the holder of a Grade B or Grade A weight-shift controlled microlight aeroplane flight instructor rating, the ability to perform, as pilot-in-command of a weight-shift controlled microlight aeroplane, 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 recreational pilot licence.”.

Amendment of regulation 62.05.6 of the regulations

- 39.** Regulation 62.05.6 is herewith amended by –

- (a) the numbering of the existing sub-regulation as sub-regulation (1);
- (b) the substitution for the words preceding paragraph (a) of the following words:

“An application for the issuing of a type rating by name or a class rating for weight-shift controlled microlight aeroplanes shall –“;

- (c) by the substitution in paragraph (b) for sub-paragraph (i) of the following sub-paragraph:

“(i) valid licence reference number or a valid application for the issue of such licence;”;

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

“(2) An applicant for the issue of an additional type rating by name for weight-shift controlled microlight aeroplanes shall –

- (a) undergo a skills test with a Grade C, B or A-instructor with the appropriate type or class rating wherein a high standard of vital action drill shall be required;
- (b) 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
- (c) pass the technical exams as prescribed in Document SA-CATS-FCL 62.”.

Amendment of regulation 62.05.7 of the regulations

40. Regulation 62.05.7 is herewith amended by the addition of the following sub-regulations after sub-regulation (2):

“(3) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have completed not less than 500 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, and hold at least five type ratings by name for weight-shift controlled microlight aeroplanes.

(4) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name or a class rating for weight-shift controlled microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.05.6.

(5) A type rating by name and a class rating for weight-shift controlled microlight aeroplanes shall be issued in the format prescribed in Document SA-CATS-FCL 62.

(6) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes shall have completed not less than 500 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, and hold at least five type ratings by name for weight shift controlled microlight aeroplanes.”.

Amendment of regulation 62.05.10 of the regulations

41. Regulation 62.05.10 is herewith amended by the substitution in paragraph (a) for sub-paragraph (ii) of the following sub-paragraph:

“(ii) has passed a skills test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and;”.

Amendment of regulation 62.08.1 of the regulations

42. Regulation 62.08.1 is herewith amended by the substitution for sub-regulation (4) of the following sub-regulation:

“(4) The applicant for the paraglider tandem rating shall –

- (a) have held a paraglider rating for at least 24 months;
- (b) be the holder of a sport class rating;
- (c) hold an appropriate medical fitness certificate, as prescribed in Document SA-CATS-FCL 62; and
- (d) have acquired the experience prescribed in regulations 62.08. 2.

Amendment of regulation 62.08.9 of the regulations

43. Regulation 62.08.9 is herewith amended in sub-regulation (4) by the addition of the following paragraph:

“(c) act as an assistant to recreational flight instructor (paraglider).”.

Amendment of regulation 62.09.1 of the regulations

44. Regulation 62.09.1 is herewith amended by –

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

“(b) hold at least a valid Class 4 medical certificate issued in terms of Part 67;”;

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

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

Amendment of regulation 62.09.2 of the regulations

45. Regulation 62.09.2 is herewith amended by –

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

“(a) in the case of the holder of a type or class rating for conventional or weight-shift controlled microlight aeroplanes or a type rating for light sport aeroplanes –

- (i) for a Grade C recreational flight instructor rating (microlight aeroplane): at least 5 hours of practical flight instruction pattern and 2 hours of lecture pattern and not less than 200 hours of flight time of which at least 100 hours shall be on a microlight or light sport aeroplane in the applicable category;
- (ii) for a Grade B recreational flight instructor rating: at least six months experience as a Grade C microlight or light sport aeroplane flight instructor and not less than 200 hours of

flight instruction time, of which at least 100 hours of flight instruction time shall be on a microlight or light sport aeroplane in the applicable category;

- (iii) for a Grade A recreational flight instructor rating: at least three years experience as a Grade B microlight or light sport aeroplane flight instructor and not less than 500 hours of flight instruction time, of which at least 300 hours of flight instruction times shall be on a microlight or light sport aeroplane in the applicable category;”;

- (b) by the substitution for paragraph (c) of the following paragraph:

“(c) for a recreational flight instructor Grade A, B, or C (paragliding) –

- (i) have paraglider flight experience for at least two years;
- (ii) have been the holder of the Sport Class rating for at least twelve months;
- (iii) have logged at least 300 flights and 100 hours flight time; and
- (iv) comply with requirements detailed in document SA-CATS-FCL 62;”.

Amendment of regulation 62.09.5 of the regulations

46. Regulation 62.09.5 is herewith amended by –

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

“(i) for Grade C, Grade B or Grade A, the holder of a Grade A recreational flight instructor rating (microlight aeroplane);”;

- (b) the deletion in sub-regulation (2) of paragraphs (d) and (f);

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

“(g) in the case of a recreational flight instructor (paraglider, motorised paraglider, motorised paratrike):

- (i) for a Grade C rating, two holders of a Grade B recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike, as applicable);
 - (ii) for a Grade B rating, the holder of a Grade A recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike, as applicable);
 - (iii) for a Grade A rating, a designated examiner with a paraglider, motorised paraglider, motorised paratrike, as the case may be;”;
- (d) the addition in sub-regulation (2) after paragraph (g) of the following paragraph:
- “(h) in the case of a recreational flight instructor (light sport aeroplane): the holder of an instructor rating with designated examiner status, as prescribed in subpart 62.15.”.

Amendment of regulation 62.09.6 of the Regulations

47. Regulation 62.09.6 of the Regulations is herewith amended by the substitution for paragraph (a) of the following paragraph:

“(a) a valid licence reference number, held by the applicant;”.

Amendment of regulation 62.09.8 of the Regulations

48. Regulation 62.09.8 of the Regulations is herewith amended by –

- (a) the substitution for paragraphs (a), (b) and (c) of the following paragraphs:
 - “(a) in the case of a Grade C recreational flight instructor (microlight aeroplane or light sport aeroplane), under direct supervision by a Grade B or Grade A-instructor –
 - (i) to conduct *ab initio* training on only those aircraft for which he or she holds an instructor conversion on type as per Document SA-CATS-FCL 62;
 - (ii) to conduct additional type conversion training for the holder of a recreational pilots licence or instructors rating
 - (iii) give lectures;
- (b) in the case of a Grade B recreational flight instructor (microlight aeroplane or light sport aeroplane) –

- (i) to exercise the privileges of a Grade C recreational flight instructor (microlight aeroplane or light sport aeroplane);
 - (ii) to authorise the holder of a microlight aeroplane learner's certificate for his or her first solo flight;
 - (iii) 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;
 - (iv) mark examinations;
 - (v) sign application forms and certificates of competency;
 - (vi) supervise Grade C-instructors;
 - (vii) in the case of microlight aeroplanes: may apply for a class rating (microlight aeroplane) for instruction on obtaining a B-grade rating if he or she is the holder of instructor type ratings on at least 5 microlight types and has a minimum of 300 hours of instruction on microlight aeroplanes;
- (c) in the case of a Grade A recreational flight instructor (microlight aeroplane) –
- (i) to exercise the privileges of a Grade B recreational flight instructor (microlight aeroplane);
 - (ii) to conduct the training (including patten training) and undertake the duties in conducting the skills test required for a Grade A, Grade B or Grade C recreational flight instructor (microlight aeroplane);
 - (iii) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.06;
- (b) the deletion of paragraphs (g) and (i); and
- (c) the addition after paragraph (i) of the following paragraph:
- “(j) in the case of a Grade A recreational flight instructor (light sport aeroplane) –
- (i) to exercise the privileges of a Grade B recreational flight instructor (light sport aeroplane);
 - (ii) to conduct the training (including patten training) required for a Grade C, Grade B or Grade A recreational flight instructor (light sport aeroplane);
 - (iii) to conduct the training required for other special ratings.

Substitution of regulation 62.09.9 of the Regulations

49. The following regulation is herewith substituted for regulation 62.09.9 of the Regulations:

“Period of validity

62.09.0 A recreational flight instructor rating shall be valid for a period of three 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”.

Amendment of regulation 62.09.10 of the Regulations

50. Regulation 62.09.10 of the Regulations is herewith amended by the substitution in paragraph (a) for sub-paragraph (i) of the following sub-paragraph:

“(i) have attended a flight instructor refresher course as prescribed in Document SA-CATS-FCL 62 within the two years immediately preceding the date of expiring of such rating; and”.

Amendment of regulation 62.09.11 of the Regulations

51. Regulation 62.09.11 of the Regulations is herewith amended by the substitution in sub-regulation (2) for paragraph (a) of the following paragraph:

“(a) within the twelve months immediately preceding the application attended a flight instructor refresher course as prescribed in Document SA-CATS-FCL 62; and;”.

Amendment of regulation 62.10.1 of the Regulations

52. Regulation 62.10.1 of the Regulations is herewith amended by the substitution in sub-regulation (2) for paragraph (b) of the following paragraph:

“(b) in the case of a Class II test pilot rating or a Class III post-maintenance test flight rating, if the applicant is the holder of a recreational pilot licence, the requirement for a medical certificate shall be as prescribed in regulation 62.01.10.”.

Amendment of regulation 62.10.2 of the Regulations

53. Regulation 62.10.2 of the Regulations is herewith amended by the substitution for sub-regulations (2) and (3) of the following sub-regulations:

“(2) Where a Class I test pilot rating has been issued to the holder of a recreational pilot licence, the privileges of the rating may be exercised only in a non-type certificated aircraft for which he or she holds a valid category rating.

(3) Where a Class II test pilot rating or a Class III post-maintenance test flight rating has been issued to the holder of a recreational pilot licence, the privileges may be exercised only in a non-type certificated aircraft for which he or she holds a valid category rating, class rating or type rating.”.

Substitution of heading to subpart 11 of the Regulations

54. The following heading is herewith substituted for the heading to subpart 11 of the Regulations:

“SUBPART 11: REQUIREMENTS FOR THE ISSUE OF MICROLIGHT AND LIGHT SPORT AEROPLANE TUG AND TOW RATINGS”

Amendment of regulation 62.11.1 of the Regulations

55. Regulation 62.11.1 of the Regulations is herewith amended by the substitution for the words preceding paragraph (a) and paragraph (a) of the following words and paragraph:

“An applicant for the issuing of a conventional microlight aeroplane or light sport aeroplane tug or tow rating shall –

- (a) be the holder of a valid aeroplane pilot licence issued under Part 61 of these Regulations, or a recreational pilot licence issued in terms of this Part, endorsed for the category conventional microlight aeroplanes or light sport aeroplanes and with the appropriate class rating or type rating for the tug aeroplane to be used;”.

Substitution of regulation 62.11.2 of the Regulations

56. The following regulation is herewith substituted for regulation 62.11.5 of the Regulations:

“Experience

62.11.2 (1) An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating shall have acquired on conventional microlight aeroplanes or light sport aeroplanes in the category for which the tug or tow rating is sought, at least 100 hours as pilot-in-command.

(2) Notwithstanding the provisions of sub-regulation (1), the hour requirement may be reduced to 50 hours as pilot-in-command of a microlight aeroplane or light sport aeroplane if the applicant is the holder of –

- (a) a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence with the applicable microlight aeroplane class rating or type rating or light sport aeroplane type rating.”.

Substitution of regulation 62.11.3 of the Regulations

57. The following regulation is herewith substituted for regulation 62.11.3 of the Regulations:

“Training

62.11.3 An applicant for a microlight aeroplane or light sport aeroplane 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 Commissioner or an organisation designated for the purpose in terms of Part 149, as the case may be, a minimum of 10 aero-tows.”.

Substitution of regulation 62.11.4 of the Regulations

58. The following regulation is herewith substituted for regulation 62.11.4 of the Regulations:

“Theoretical knowledge examination

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

Substitution of regulation 62.11.5 of the Regulations

59. The following regulation is herewith substituted for regulation 62.11.5 of the Regulations:

“Skills test

62.11.5 An applicant for a microlight aeroplane or light sport aeroplane 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 Commissioner 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-FCL 62.”.

Insertion of regulation 62.11.5A in the Regulations

60. The following regulation is herewith inserted after regulation 62.11.5 of the Regulations:

“Hang-gliding tug endorsement

62.11.5A (1) No pilot with a tug rating for conventional microlights may tow a hang-glider without a valid hang-gliding tug endorsement issued by the Commissioner 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 5 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 recreational 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.”.

Substitution of regulation 62.11.6 of the Regulations

61. The following regulation is herewith substituted for regulation 62.11.6 of the Regulations:

“Application

62.11.6 An applicant for a microlight aeroplane or light sport aeroplane 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 pilot-in-command of a microlight aeroplane while towing.”.

Substitution of regulation 62.11.7 of the Regulations

61. The following regulation is herewith substituted for regulation 62.11.7 of the Regulations:

“Issuing

62.11.7 The Commissioner 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 in 62.11.1.”.

Substitution of regulation 62.11.8 of the Regulations

62. The following regulation is herewith substituted for regulation 62.11.8 of the Regulations:

“Privileges and limitations

62.11.8 The holder of a pilot licence in the category microlight aeroplanes or light sport aeroplanes endorsed with the tug or tow rating shall be entitled to act as pilot-in-command of a conventional microlight aeroplane or light sport aeroplane of the appropriate type by name or in the appropriate class while towing.”.

Amendment of regulation 62.14.1 of the Regulations

63. Regulation 62.14.1 of the Regulations is herewith amended by the substitution for sub-regulation (4) of the following regulation:

“(4) The requirements for a Part 96 authorisation, as applicable to the aircraft types which may be operated by a pilot licensed in terms of Part 62, are set out in this Subpart: Provided that this Subpart shall not apply to operations of paragliders, hang-gliders, or the powered versions thereof.”.

Amendment of regulation 62.14.3 of the Regulations

64. Regulation 62.14.3 of the Regulations is herewith amended by the substitution for paragraph (a) of the following paragraph:

- “(a) in the case of the category microlight aeroplanes and light sport aeroplanes –
- (i) have 200 hours flight time as pilot of a microlight or light sport aeroplane, as the case may be, of which not less than 150 hours shall be as pilot-in-command; or
 - (ii) have 100 hours as pilot-in-command of an aeroplane with a maximum certificated mass of 5 700 kg or less and at least 100 hours as pilot-in-command of an aeroplane in the same category for which Part 96 authorisation is sought.”.

Amendment of regulation 62.14.10 of the Regulations

65. Regulation 62.14.10 of the Regulations is herewith amended by the substitution in sub-regulation (1) for paragraph (b) of the following paragraph:

“(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, for which he or she holds a valid category rating, class rating, or type rating.”.

Insertion of subpart 15 of Part 62 in the Regulations

66. The following subpart is herewith inserted in Part 62 after Subpart 14:

“SUBPART 15 REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)”

Categories of designated flight examiners

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

- (a) Conventional microlight aeroplane examiner;
- (b) Weight-shift controlled microlight aeroplane examiner;
- (c) Gyroplane examiner; and
- (d) Light sport aeroplane examiner.

(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 Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, may on written application, approve 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, class and initial type ratings, where no suitably qualified South African designated examiner is available.

(b) The official flight examiner referred to in paragraph (a) shall comply with the validation requirements of regulation 61.01.14 of these Regulations.

(4) The Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, shall 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, an applicant 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 Commissioner; or
- (b) hold at least a valid recreational pilot instructor rating Grade A or equivalent; and
- (c) have accumulated not less than 1 500 flying hours, of which at least

- (i) 1000 hours shall be flight time on category; and
- (ii) 50 hours on type.

Requirements

62.15.2 (1) An applicant for 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 recreational instructors rating Grade A in the category for which designated examiner status is sought for a minimum of 5 years; or
- (d) hold a Commercial Pilot Licence 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 hours shall be in the category for which designation is sought.

Application

62.15.3 (1) An application for designation as a designated examiner shall be made to the Commissioner or to the organisation approved for the purpose in terms of Part 149, as the case may be, on the form prescribed in Document SA-CATS-FCL 62 and be accompanied by –

- (a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
- (b) proof of holding the required valid licence 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.

Issuing of designation

62.15.4 (1) The Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, may designate a person as a designated examiner if the applicant –

- (a) meets the requirements prescribed in this Subpart;
- (b) has a good record as a pilot and as flight instructor as far as safety and adherence to these regulations are concerned; and
- (c) signs an undertaking to abide by the code of conduct for designated examiners as prescribed in Document SA-CATS-FCL 62.

(2) The designation as examiner shall be issued by the Commissioner or the organisation approved for the purpose in terms of Part 149, as the case may be, on the form prescribed in Document SA-CATS-FCL 62, indicating the period for which the designation is valid, its category, and any endorsements, restrictions or limitations that may apply.

(3) Where designation is refused, the Commissioner or the organization approved for the purpose in terms of Part 149, as the case may be, shall supply the applicant, the reasons for the refusal in writing, within 30 days.

Period of validity

62.15.5 Designation as examiner is issued for a maximum period of 36 months from the date of appointment.

Redesignation and reissue

62.15.6 (1) Applications for re-designation or re-issue shall be made every 36 months on the form prescribed in Document SA-CATS-FCL 62, to the Commissioner or the organisation approved 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.

(2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a designated examiner after the expiry date.

Designation, Oversight, Suspension and Withdrawal

62.15.7 (1) A designated examiner is designated to conduct tests or checks on behalf of the Commissioner.

(2) The Commissioner or the organization approved 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 and safety standards.

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

(4) The Commissioner or the organization approved for the purpose in terms of Part 149, as the case may be, shall provide in writing reasons for the suspension or withdrawal of a designation referred to in sub-regulation (3).

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Privileges and limitations

62.15.8 The Commissioner or the organization approved 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 applicant's qualifications, recent and total flight experience and shall indicate these privileges and limitations on the certificate issued.”.

Insertion of Subpart 16 of Part 62 in the Regulations

67. The following subpart is herewith inserted in Part 62 after Subpart 15:

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

General

62.16.1 An applicant for the issuing of a type rating by name for light sport aeroplanes shall –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (b) have acquired the experience referred to in regulation 62.16.2;
- (c) have successfully completed the training referred to in regulation 62.16.3;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.16.4; and

- (e) have successfully passed the skills test referred to in regulation 62.16.5.

Experience

62.16.2 (1) An applicant for the issuing of a type rating by name for light sport aeroplanes shall have completed not less than 35 hours flight time as a pilot of a light sport aeroplane, of which at least 15 hours shall be solo flight time, and which shall include –

- (a) one dual cross-country flight and one solo cross-country flight each of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed; and
- (b) one dual cross-country flight of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a controlled airport other than the point of departure;
- (c) 3 hours of dual and 2 hours of solo circuits and landings at a controlled airport.

(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, the hour requirements and the cross-country requirements referred to in paragraph (a) of sub-regulation (1) may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in Regulation 62.16.5.

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a recreational pilot licence with a category rating for gyroplanes or microlight aeroplanes, the cross-country requirements referred to in paragraph (a) of sub-regulation (1) may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in Regulation 62.16.5.

Training

62.16.3 An applicant for the issuing of a type rating by name for light sport aeroplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.

Theoretical knowledge examination

62.16.4 (1) An applicant for the issuing of a type rating by name for light sport aeroplanes 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 who is the holder of a pilot licence, issued in terms of Part 61, the applicant may be given credit for any theory at the discretion of the testing instructor.

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a recreational pilot licence endorsed for the category microlight aeroplanes or gyrocopters, the applicant may be given credit for any theory at the discretion of the testing instructor; provided that the “Principles of Flight” and “Air Law” theoretical knowledge examinations must be written.

Skills test

62.16.5 (1) An applicant for the issuing of an initial type rating by name for light sport aeroplanes shall have demonstrated to the holder of a Grade B or Grade A light sport aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a light sport aeroplane, 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 recreational 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 62.16.4 and within the 60 days immediately preceding the date of application.

Crediting of flight time

62.16.6 The holder of a glider pilot licence, or of a recreational pilot licence endorsed for the category microlight aeroplane or gyroplane, shall be entitled to be credited with not more than 25 hours' flight time acquired in a glider, microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.

Additional type ratings by name for light sport aeroplanes

62.16.7 An applicant for the issue of an additional type rating by name for light sport aeroplanes 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
- (c) pass the technical exams as prescribed in Document SA-CATS-FCL 62.

Application

62.16.8 An application for the issuing of type rating by name for light sport aeroplanes 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 62.16.1 or 62.16.7 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.

Issuing

62.16.9 (1) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a type rating by name for light sport aeroplanes if the applicant complies with the requirements referred to in regulation 62.16.8.

(2) A type rating by name for light sport aeroplanes shall be issued in the format prescribed in Document SA-CATS-FCL 62.

Period of validity

62.16.10 A type rating by name for light sport aeroplanes shall be valid for as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the type rating shall not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.16.12.

Privileges and limitations

62.16.11 (1) The holder of a type rating by name for light sport aeroplanes shall be entitled to act as pilot-in-command of the light sport aeroplane 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) –

- (a) the holder of a type rating by name for light sport aeroplanes 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.

Maintenance of competency

62.16.12 The holder of a type rating by name for light sport aeroplanes shall not act as pilot-in-command of a light sport aeroplane unless he or she –

- (a) has acted as pilot-in-command of a light sport aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight and such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of light sport aeroplane; or
- (b) has passed a skills test with an appropriately-rated flight instructor within the three months 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 executed not less than three take-offs and three landings in a light sport aeroplane.”.

Amendment of Part 64 of the Regulations

68. Part 64 of the Regulations is herewith amended by the substitution for the expression “Document SA-CATS-FCL” whenever it occurs of the expression “Document SA-CATS-FCL 64”.

Amendment of regulation 64.01.9 of the Regulations

69. Regulation 64.01.9 of the Regulations is herewith amended by –

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

“(2) The privileges referred to in sub-regulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-FCL 64.”.

(b) the renumbering of the current sub-regulation (4) as sub-regulation (3).

(c) the insertion of the following sub-regulation after sub-regulation (3):

“(4) A designated testing standards officer or inspector shall conduct surveillance over the activities of an examiner on an annual basis, as prescribed in Document SA-CATS-FCL 64.”.

Insertion of regulation 64.01.9A in the Regulations

70. The following regulation is hereby inserted in the Regulations after regulation 64.01.9:

“Designation of instructors

64.01.09A (1) The Commissioner may, subject to the provisions of section 4 (2) and (3) of the Act, designate an instructor to conduct safety and emergency training for cabin crew.

(2) The privileges referred to in sub-regulation (1) shall be exercised and performed according to the conditions, rules, requirements, procedures or standards as prescribed in Document SA-CATS-FCL 64.

(3) The application to be considered for designation as referred to in sub-regulation (1) shall be made as prescribed in Document SA-CATS-FCL 64.

(4) A designated testing standards officer or inspector shall conduct surveillance over the activities of an instructor on an annual basis, as prescribed in Document SA-CATS-FCL 64.”.

Amendment of regulation 64.01.12 of the Regulations

71. Regulation 64.01.12 of the Regulations is herewith amended by –

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

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

- (a) the documents listed in Document SA-CATS-FCL 64; and
- (b) the appropriate fee, as prescribed in Part 187.

(3) A licence, rating or competency card, issued by an appropriate authority, may be validated by the Commissioner –

- (a) if the Commissioner is of the opinion that the standard of such licence, rating or competency card is equivalent to, or higher than, the standard prescribed in this Part for the issuing of a cabin crew licence;
- (b) subject to the same restrictions that apply to the licence, rating or competency card to be validated; and
- (c) subject to such additional conditions and limitations as the Commissioner may consider necessary in the interests of aviation safety.”.

(b) the insertion of the following sub-regulation after sub-regulation (3):

“(3A) The Commissioner may, to ensure compatibility with the standards prescribed in this Part for the issuing of a cabin crew licence, require the applicant –

- (a) to undergo bridging training and prescribe the extent of such training on an individual basis; and
- (b) to undergo further assessment of competency.”.

Substitution of regulation 64.02.2 of the Regulations

72. The following regulation is herewith substituted for regulation 64.02.2 of the regulations:

“Training

64.02.2 (1) An applicant for the issuing of a cabin crew member licence shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 64.

(2) The training referred to in sub-regulation (1) shall be conducted by an instructor accredited by the Commissioner as prescribed in Document SA-CATS-FCL 64.”.

Amendment of regulation 65.03.11 of the Regulations

73. Regulation 65.03.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant rating which has expired due to the lapse of the period referred to in Regulation 65.03.4 or Regulation 65.03.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.04.11 of the Regulations

74. Regulation 65.04.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (coordinator) rating which has expired due to the lapse of the period referred to in Regulation 65.04.4 or in Regulation 65.04.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.05.11 of the Regulations

75. Regulation 65.05.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (clearance delivery) rating which has expired due to the lapse of the period referred to in Regulation 65.05.4 or in Regulation 65.05.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.06.11 of the Regulations

76. Regulation 65.06.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (flight information service) rating which has expired due to the lapse of the period referred to in Regulation 65.06.4 or in Regulation 65.06.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.07.11 of the Regulations

77. Regulation 65.07.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an air traffic service assistant (aerodrome flight information service) rating which has expired due to the lapse of the period referred to in Regulation 65.07.4 or in Regulation 65.07.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.08.11 of the Regulations

78. Regulation 65.08.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an aerodrome control rating which has expired due to the lapse of the period referred to in Regulation 65.08.4 or in Regulation 65.08.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.09.11 of the Regulations

79. Regulation 65.09.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an approach control rating which has expired due to the lapse of the period referred to in Regulation 65.09.4 or in Regulation 65.09.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.10.11 of the Regulations

80. Regulation 65.10.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an area control rating which has expired due to the lapse of the period referred to in Regulation 65.10.4 or in Regulation 65.10.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.11.11 of the Regulations

81. Regulation 65.11.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an approach control (radar) rating which has expired due to the lapse of the period referred to in Regulation 65.11.4 or in Regulation 65.11.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Amendment of regulation 65.12.11 of the Regulations

82. Regulation 65.12.11 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew an area control (radar) rating which has expired due to the lapse of the period referred to in Regulation 65.12.4 or in Regulation 65.12.9, the holder of the expired rating shall apply to the Commissioner for the renewal of such expired rating.”.

Substitution of regulation 65.13.5 of the regulations

83. The following regulation is herewith substituted for regulation 65.13.5 of the regulations:

“Requirements for validation of Grade One air traffic service instructor (operational) rating

65.13.5 An applicant for the validation of a Grade One air traffic service instructor (operational) rating shall have at least two years practical experience as either an air traffic controller or as an air traffic service assistant as appropriate to the rating being validated.”.

Insertion of regulation 66.01.14 in the Regulations

84. The following regulation is herewith inserted in the Regulations after regulation 66.01.13:

“Logbooks

66.01.14 (1) Any person training under any aircraft trade or a holder of an AME licence shall maintain a logbook and shall record therein all work carried out on an aircraft and its components.

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

(3) The Commissioner shall not allow any alterations of a logbook once it is signed off by a designated person.”.

Amendment of regulation 66.02.9 of the Regulations

85. Regulation 66.02.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category A rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

Amendment of regulation 66.03.9 of the Regulations

86. Regulation 66.03.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category C-rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organisation.”

Amendment of regulation 66.04.9 of the Regulations

- 87.** Regulation 66.04.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class II aircraft maintenance engineer licence with a category W- rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

Amendment of regulation 66.05.9 of the Regulations

- 88.** Regulation 66.05.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class I aircraft maintenance engineer licence with a category B- rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

Amendment of regulation 66.06.9 of the Regulations

- 89.** Regulation 66.06.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a Class I aircraft maintenance engineer licence with a category A- rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;

- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

Amendment of regulation 66.07.9 of the Regulations

90. Regulation 66.07.9 is herewith amended by the substitution for sub-regulation (1) of the following sub-regulation:

“(1) To renew a class I aircraft maintenance engineer licence with a category A-rating, the holder thereof shall, within the 24 months preceding the date of expiry of the licence, have exercised the privileges of the licence for not less than six months as –

- (a) a licensed aircraft maintenance engineer on that rating;
- (b) having supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or
- (c) having performed a technical training function relevant to the ratings held in a certificated training organization.”

Amendment of regulation 91.02.3 of the regulations

91. Regulation 91.02.3 is herewith amended by –

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

“(e) in the case of an operation carried out in terms of Part 121, Part 127, Part 135, Part 138 or Part 141, the limitations of the flight time and duty scheme that have been approved for the operation by the Commissioner.”;

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

“(4) If a flight crew member expects his or her cumulative flight hours projected for a particular operation, to exceed the appropriate limit referred to in sub-regulation (3), the flight crew member shall inform the operator accordingly.

Substitution of regulation 91.07.26 of the Regulations

92. The following regulation is hereby substituted for regulation 91.07.26 of the Regulations:

“In-flight testing on passenger- and cargo-carrying flights

91.07.26 The owner or operator of an aircraft, when passengers or cargo are on board such aircraft, shall ensure that no person –

- (a) simulates emergency situations in the aircraft affecting the flight characteristics of such aircraft;
- (b) conducts flight testing for the initial skills test or renewal of an instrument rating;
- (c) conducts any flight or skills test other than a route proficiency test; or
- (d) conducts any skills test for a class or type rating.”.

Amendment of regulation 121.02.3 the Regulations

93. Regulation 121.02.3 is herewith amended by –

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

“(4) The operator shall carry out the emergency evacuation demonstration referred to in sub-regulation (3) when a new type or variant of aeroplane or new configuration of an existing aeroplane is introduced for use and has not been certified under a certification process acceptable to the Commissioner, as provided for in Document SA-CATS-OPS 121.”.

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

“(5) No person may use an aircraft type and model in commercial air transport passenger-carrying operations unless the operator has first conducted, for the Authority, an actual full-capacity emergency evacuation demonstration for the configuration in 90 seconds or less.

(c) the insertion of the following sub-regulation after sub-regulation(5):

“(6) A full-capacity actual demonstration may not be required, if the operator provides a written petition for deviation with evidence that –

- (a) a satisfactory full-capacity emergency evacuation for the aircraft to be operated was demonstrated during the aircraft type certification or during the certification of another air operator; and
- (b) there is an engineering analysis, which shows that an evacuation is still possible within the 90 second standard, if the operator’s aircraft

configuration differs with regard to the number of exits or exit type or number of cabin crew members or location of the cabin crew.”.

Amendment of regulation 121.02.10 the Regulations

94. Regulation 121.02.10 is herewith amended by the substitution for sub-regulation (2) of the following sub-regulation:

“(2) Except with the approval of the Commissioner, the flight time and duty scheme of the operator shall not be in conflict with the provisions of paragraph (e) of regulation 91.02.3(3).”.

Amendment of regulation 121.03.10 of the Regulations

95. Regulation 121.03.10 is herewith amended by –

- (a) the substitution for the heading of the following heading:

“Type, differences and operator indoctrination training”;

- (b) the substitution for sub-regulation (1) of the sub-regulation:

“(1) The operator of a large commercial air transport aeroplane shall ensure that each cabin crew member has completed the type or differences and operator indoctrination training, specified in the operations manual referred to in Regulation 121.04.2, before undertaking duties assigned to them.”;

- (c) the insertion of the following sub-regulation after sub-regulation (3):

“(3A) A cabin crew member shall complete an operator indoctrination training course when employed by an operator as a cabin crew member.”.

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

“(5) The operator shall ensure that –

- (a) type and operator indoctrination training is conducted in a structured manner, in accordance with the requirements as prescribed in Document SA-CATS-OPS 121;
- (b) differences training is conducted in a structured manner; and
- (c) type, differences and operator indoctrination training includes the use of all emergency and survival equipment and all emergency procedures applicable to the aeroplane type or variant and involves training and practice on either a representative training device or on the actual aeroplane.”.

Substitution of regulation 121.03.14 of the Regulations

96. The following regulation is herewith substituted for regulation 121.03.14 of the Regulations:

“Checking

121.03.14 (1) The operator of a large commercial air transport aeroplane shall ensure that during or following completion of the training prescribed in Regulations 121.03.9, 121.03.10, 121.03.12 and 121.03.13, each cabin crew member undergoes a check, covering the training received, in order to verify his or her proficiency in carrying out safety and emergency duties.

(2) The checks referred to in sub-regulation (1) shall be performed by a cabin crew designated examiner.

(3) The operator shall ensure that each cabin crew member undergoes checks of the items for initial, aeroplane type, differences and operator indoctrination, and recurrent training, as prescribed in Document SA-CATS-OPS-121.”.

Deletion of regulation 139.01.31 of the Regulations

97. Regulation 139.01.31 is herewith deleted.

Substitution of regulation 139.01.32 of the Regulations

98. The following sub-regulation is herewith substituted for sub-regulation 139.01.32 of the Regulations:

“Acts prohibited on aerodrome, heliport or terminal building

139.01.32 (1) No person shall on a licensed aerodrome or a licensed or approved heliport –

- (a) obstruct or interfere with the proper use of the aerodrome or heliport;
- (b) obstruct any person in the full-time employment of the aerodrome or heliport operator acting in the execution of his or her duty in relation to the aerodrome or heliport;
- (c) remove any notice board erected by the aerodrome or heliport operator, or with the permission of the aerodrome or heliport operator, or any writing or

document displayed on such notice board, or deface any such writing or document or any marking on such notice board or document;

- (d) throw, leave or drop anything capable of causing injury to any person or animal or damage to any property;
- (e) dump any waste matter whatsoever elsewhere than at a place approved for the purpose by the aerodrome or heliport operator;
- (f) commit any act which amounts to nuisance, or commit a disorderly or indecent act or be in a state of intoxication or behave in a violent or offensive manner to the offence or annoyance of other persons on the aerodrome or heliport or make use of offensive language;
- (g) write, draw or affix any profane, obscene, indecent or abusive word, matter, presentation or character on the aerodrome or heliport, or on property on the aerodrome or heliport;
- (h) dump or spill any substance capable of causing water pollution, whether such substance is a solid, liquid, vapour or gas or combination thereof, elsewhere than at a place approved for that purpose by the aerodrome or heliport operator.

(2) Except with the written approval of the aerodrome or heliport operator, no person shall –

- (a) bring a vehicle into or drive a vehicle in or into a terminal building on a licensed aerodrome or licensed or approved heliport; or
- (b) obstruct an entrance to or a passage in such terminal building in such a manner as to inconvenience other users of the entrance or passage concerned.

(3) Except with the written permission of the aerodrome or heliport operator, no person shall on a licensed aerodrome or licensed or approved heliport or on any public road or parking area adjacent to such aerodrome or heliport –

- (a) damage, interfere or tamper with any part of the aerodrome or heliport or any equipment associated with the operation of the aerodrome or heliport;
- (b) climb any wall, fence, barrier, railing, gate or post;
- (c) wash or otherwise clean or polish a vehicle elsewhere than at a place approved for that purpose by the aerodrome or heliport operator;
- (d) cut, dig, damage or remove any soil, grass, tree, shrub or flower;
- (e) go on to or damage any flower-bed or anything growing therein;
- (f) remove, pick or otherwise damage any tree, shrub, plant or flower;
- (g) go on to a lawn or on to ground which has been seeded or planted for the purpose of growing grass to form a lawn;

- (h) advertise;
- (i) display any poster, banner or anything similar, except name plates for the purposes of meeting and collection;
- (j) handle any baggage or confront passengers to carry their baggage;
- (k) tout for any services, including public transport, taxi, car valet, accommodation, parking and car-wash services; or
- (l) solicit for funds.

(4) The right of admission to terminal buildings on a licensed aerodrome or licensed or approved heliport is strictly reserved, and signs to this effect shall be erected in a conspicuous place near all entrances to terminal buildings.

(5) The aerodrome or heliport operator, the aerodrome or heliport manager or a security officer acting on his or her behalf, and members of the South African Police Service may request any person on the licensed aerodrome or licensed or approved heliport or on premises of such aerodrome or heliport to explain reasons for being there, and if an acceptable reason cannot be furnished, order that person to leave the aerodrome or heliport and its premises.

(6) A person who is ordered by the aerodrome or heliport operator of a licensed aerodrome or a licensed or approved heliport, the aerodrome or heliport manager or a security officer acting on his or her behalf, or a member of the South African Police Service to leave the aerodrome or heliport and its premises, and fails to do so forthwith, shall be guilty of an offence.

(7) The aerodrome or heliport operator of a licensed aerodrome or a licensed or approved heliport, the aerodrome or heliport manager or a security officer acting on his or her behalf, or a member of the South African Police Service may carry out a search of any article, parcel or baggage in possession of, or under the control of, an undesirable person, vagrant, loiterer or other suspected person.

(8) No person shall on a licensed aerodrome or licensed or approved heliport carry on any trade or business unless he or she is the holder of a valid permit, licence or concession, issued by or on behalf of the aerodrome or heliport operator, which entitles the holder thereof to carry on the trade or business specified on that particular aerodrome or heliport.”.

Amendment of regulation 172.03.12 of the Regulations

99. Regulation 172.03.12 is herewith amended by –

- (a) the substitution for paragraph (a) of the following:
 - “(a) provide the services listed in its manual of procedure and comply with the required standards, in accordance with the standards and procedures as prescribed in Document SA-CATS-ATS;”;
- (b) the deletion of paragraph (h).

Insertion of Part 176 into the regulations

100. The following Part is herewith inserted into the Regulations after Part 175:

“ALLOCATION OF RADIO TELEPHONY (RTF) CALL SIGNS, 3-LETTER AIRCRAFT DESIGNATORS AND LOCATION INDICATORS

CONTENTS

176.00.1	Applicability
176.00.2	Allocation of RTF call signs and 3-letter aircraft designators
176.00.3	Allocation of location indicators

Applicability

176.00.1 This Part shall apply to applications for –

- (a) new allocations, changes or deletion of radio telephony call signs and 3-letter aircraft designators; and
- (b) applications for new allocations, changes or deletion of location indicators.

Allocation of Radio Telephony (RTF) call signs and 3-letter aircraft designators

176.00.2 An application for the allocation of RTF call signs and 3-letter designators shall be made to the Commissioner and accompanied by –

- (a) documentary proof of having been issued with an Air Services Licence or an International Air Service Licence in terms of the Air Services Licensing Act,

1990 (Act No 115 of 1990) or the International Air Services Act, 1993 (Act No 60 of 1993), as the case may be;

- (b) the suggested RTF call signs for consideration; and
- (c) the appropriate fee as prescribed in regulation 187.00.28 (c).

Allocation of location indicators

176.00.3 An application for the allocation of location indicators shall be made to the Commissioner and accompanied by –

- (a) documentary proof of having been issued with an aerodrome licence; and
- (b) the preferred location indicator for consideration.”.

Short title and commencement

101. This Amendment is called the Thirty Fourth Amendment of the Civil Aviation Regulations, 1997, and comes into operation on the date of publication in the Government Gazette.