

# NOTICE

## GENERAL EXEMPTION PART 61

On 5 November 2009, the Commissioner for Civil Aviation approved a general exemption from the current part 61 regulations listed below.

The purpose of this general exemption is to enable the industry to operate within the confines of the law but with minimum inconvenience until an amendment to the regulations is approved by the Minister.

This general exemption will be published in an AIC but in the interim comes into immediate effect.

Applicants are enjoined to comply with the following conditions.

1.	61.01.2 (Application for registration)
2.	61.01.5 (Maintenance of competency)
3.	61.01.9 (Crediting of flight time and theoretical knowledge)
4.	61.01.10 (Theoretical knowledge examinations)
5.	61.01.14 (Recognition, validation and conversion of foreign pilot licences and ratings)
6.	61.01.17 (Payment of currency fee)
7.	61.02.5 (Privileges and limitations of a Student Pilot Licence)
8.	61.03.1 (Requirements for a Private Pilot Licence (Aeroplane))
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16.	61.05.1 (Requirements for a Commercial Pilot Licence (Aeroplane))
17.	61.05.5 Privileges and limitations of a Commercial Pilot Licence (Aeroplane)
18.	61.05.7 Maintenance of competency for a Commercial Pilot Licence (Aeroplane)
19.	61.06.1 Requirements for a Commercial Pilot Licence (Helicopter)
20.	61.06.4 (Skills test for a Commercial Pilot Licence (Helicopter))

21.	61.06.5 (Privileges and limitations of a Commercial Pilot Licence (Helicopter))
22.	61.06.7 (Maintenance of competency for a Commercial Pilot Licence (Helicopter))
23.	61.07.1 (Requirements for an Airline Transport Pilot Licence (Aeroplane))
24.	61.07.3 (Theoretical knowledge examination for an Airline Transport Pilot Licence (Aeroplane))
25.	61.07.4 (Skills test for an Airline Transport Pilot Licence (Aeroplane))
26.	61.07.7 (Maintenance of competency for an Airline Transport Pilot Licence (Aeroplane))
27.	61.08.1 (Requirements for an Airline Transport Pilot Licence (Helicopter))
28.	61.08.4 (Skills test for an Airline Transport Pilot Licence (Helicopter))
29.	61.08.7 (Maintenance of competency for an Airline Transport Pilot Licence (Helicopter))
30.	61.13.1 (Requirements for the issue of class and type ratings)
31.	61.13.3 (Skills test for class and type ratings)
32.	61.13.10 (Initial type ratings conducted at an approved Type Rating Training Organisation (TRTO) of a Contracting State)
33.	61.14.1 (Requirements for a night rating)
34.	61.15.1 (Requirements for an Instrument Rating)
35.	61.15.3 (Theoretical Knowledge Examination for an Instrument Rating)
36.	61.15.4 (Skills test for an Instrument Rating)
37.	61.15.5 (Privileges and limitations of an Instrument Rating)
38.	61.15.7 (Revalidation of an Instrument Rating)
39.	61.16.1 (Requirements for Grade III Aeroplane Flight Instructor Rating)
40.	61.16.5 (Privileges and limitations of a Grade III Aeroplane Flight Instructor Rating)
41.	61.16.6 (Period of validity and re-issue of a Grade III Aeroplane Flight Instructor Rating)
42.	61.17.1 (Requirements for a Grade II Aeroplane Flight Instructor Rating)
43.	61.17.5 (Privileges and limitations of a Grade II Aeroplane Flight Instructor Rating)
44.	61.17.6 (Period of validity and re-issue of a Grade II Aeroplane Flight Instructor Rating)
45.	61.18.1 (Requirements for a Grade I Aeroplane Flight Instructor Rating)
46.	61.18.4 (Skills test for a Grade I Aeroplane Flight Instructor Rating)
47.	61.18.5 (Privileges and limitations of a Grade I Aeroplane Flight Instructor Rating)
48.	61.18.6 (Period of validity and re-issue of a Grade I Aeroplane Flight Instructor Rating)
49.	61.19.1 (Requirements for a Grade III Helicopter Flight Instructor Rating)
50.	61.19.5 (Privileges and limitations of a Grade I Aeroplane Flight Instructor Rating)

51.	61.19.6 (Period of validity and re-issue of a Grade III Helicopter Flight Instructor Rating)
52.	61.20.1 (Requirements for a Grade II Helicopter Flight Instructor Rating)
53.	61.20.5 (Privileges and limitations of a Grade II Helicopter Flight Instructor Rating)
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55.	61.21.1 (Requirements for a Grade I Helicopter Flight Instructor Rating)
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58.	61.22.1 Requirements for an FSTD Instructor Authorisation
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62.	61.36.3 (Specific requirements for Designated Flight Examiners)
63.	61.36.4 (Application for Designation as Flight Examiner)
64.	61.36.6 (Re-designation of Designated Flight Examiners)
65.	61.36.8 (Privileges and limitations of Designated Flight Examiners)
66.	61.38.1 (Requirements for an Aerobatics Rating (Graduate))

### **Regulation 61.01.2**

1. Flight Operations Officer/Flight Dispatcher Licences will not be issued in terms of Part 61 as required by Regulation 61.01.2(3) of the Regulations.

### **Conditions relating to 61.01.5**

61.01.5(2)(a) The holder of a pilot licence shall not exercise the privileges of that licence unless he or she has successfully passed an initial licence skills test or a revalidation check in the same category of aircraft.

61.01.5(b) The revalidation check for an instrument rating shall revalidate the maintenance of competency of a pilot licence of the holder of an instrument rating in the same category of aircraft for a period of 12 months.

61.01.5(c) Notwithstanding paragraphs (a) and (b) above, a licence holder who complies with sub-regulation 61.15.7(3), may exercise the privileges of the licences in both the aeroplane and helicopter categories.

61.01.5(3) A skills test for a night rating or initial instrument flight rating conducted after the first revalidation check of the holder of a private pilot licence will revalidate the maintenance of competency in the same category of aircraft.

61.01.5(5)(a) The contents of the revalidation check referred to in sub-regulation (2) are defined in Document SA-CATS-FCL 61.

61.01.5(5)(b) The test shall be conducted in an aircraft or in an approved flight simulation training device (FSTD) of the aircraft category for which the revalidation is sought.

61.01.5(6) The person who conducted the skills test or revalidation check shall endorse the pilot's logbook and sign it accordingly; the following rules shall apply:

61.01.5(6)(a) The original application and skills test forms shall be submitted within 30 days of the skills test or revalidation check for the purposes of verification and record keeping to the Commissioner: Under exceptional circumstances where the application and skills test forms are received after the 30 day period, a written motivation by the applicant is required before consideration by the Commissioner.

61.01.5(6)(g) The navigation element of the skills test for the issuing of a private pilot licence or a commercial pilot licence may be conducted as a separate flight within a maximum period of 14 days.

61.01.5(6)(h) In order to provide for exceptional circumstances, an extension of up to a maximum of 30 days from the date of expiry of the maintenance of competency of any licence or the validity of any rating may be granted upon submission of a written application to the Commissioner.

61.01.5(6)(b) In the case of an unsuccessful skills test or revalidation check, the pilot must undergo remedial training with a flight instructor, other than the person who conducted such skills test or revalidation check, before submitting him or herself for a recheck: Provided that no recheck may be conducted within 72 hours of an unsuccessful skills test.

61.01.5(6)(c) No recheck may be conducted without a letter of recommendation by the flight instructor referred to in paragraph (b).".

### **Conditions relating to 61.01.9**

61.01.9(19) A flight instructor may be credited with all instruction time acquired when giving flight instruction for the initial issue or revalidation of any licence or rating or when conducting differences or familiarisation training.

61.01.9(29)(a) A commercial pilot, whilst acting as in-flight relief pilot (third pilot) and occupying a seat on the flight deck of an aircraft with a maximum certificated mass of 116 600 kg or more and who is the holder of the appropriate type rating for that aircraft, may utilise 50 percent of the recorded flight time by day or night towards the total time for the requirement of 1500 hours for the issue of an Airline Transport Pilot Licence.

61.01.9(29)(b) A maximum of 500 hours including a maximum of 40 hours by night may be credited towards the 1500 hours for the issue of an Airline Transport Pilot Licence.

61.01.9(29)(c) The flight time referred to in this regulation may be entered in the co-pilot column of the logbook provided the words "Third Pilot" shall be entered in the "Remarks" column of the pilot's logbook."

#### **Conditions relating to 61.01.10**

61.01.10(2)(a) holding, or having held within the previous 60 months, one of the following:

- (i) a valid South African Student Pilot Licence or a valid National Pilot licence for entry to a Private Pilot Licence examination;
- (ii) a valid South African Student Pilot Licence or a Private Pilot Licence for entry to a Commercial Pilot Licence or Airline Transport Pilot Licence examination, where the holder is a student on an integrated course for the licence;
- (iii) a valid South African Private Pilot Licence for entry to a Commercial Pilot Licence examination;
- (iv) a valid South African Commercial Pilot Licence for entry to an Airline Transport Pilot Licence examination;
- (v) an equivalent pilot licence to those specified in (i) to (iv) above issued by a Contracting State.

#### **Conditions relating to 61.01.14**

61.01.14(2)(a) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with ICAO Annex 1, may apply for a validation or conversion of such licence and associated ratings, as approved by the Commissioner, for use on aircraft registered in South Africa.

61.01.14(2)(b) A foreign licence or rating shall only be validated or converted provided the minimum experience requirements for the issue of the applicable South African licence or rating have been met.

61.01.14 (3) Where the country of issue is not a Contracting State or does not comply with Annexes 1 and 6 to the Convention on International Civil Aviation, then the foreign licence holder must undergo bridging training to the extent determined by the Commissioner in individual cases and thereafter further assessment of competence to ensure compatibility with the relevant South African licensing standards.

(c) 61.01.14(5)(e) need not be complied with.

61.01.14(5)(f)(i) The certificate of validation for a Private Pilot Licence is valid for a period of 60 months from date of successful completion of the applicable skills test.

61.01.14(5)(f)(ii) The privileges of the validation may only be exercised if the holder has a current and valid foreign licence and complies with the recency and maintenance of competency requirements of subpart 61.03 or 61.04 as applicable.

61.01.14(5)(f)(9) The privileges of a validated foreign licence may not be exercised for commercial air transport operations, except when issued for the purpose referred to in sub-regulation (7) and paragraphs (e) and (f) of sub-regulation (8), and except by written permission of the Commissioner for the purposes of route training.”;

61.01.14(22) Except when issued for the purpose referred to in sub-regulation (7), a certificate of validation for commercial purposes may only be reissued once, at the discretion of the Commissioner and only in exceptional cases, on condition that the applicant provides sufficient proof that he or she has complied with all requirements of the country of issue of the foreign licence or rating in respect of maintenance of competency.

61.01.14(24) The holder of a valid South African validation issued in terms of the Air Navigation Regulations, 1976, or the holder of a pilot licence and rating issued by an appropriate authority of a Contracting State may apply for the conversion of his or her licence, without having to pass the theoretical knowledge or practical skills tests required by Part 61 provided that –

- (a) the validation had been held for an uninterrupted period of 3 years or more immediately preceding 1 January 2008; and
- (b) the holder has acquired not less than 750 hours flight time in the three years referred to in paragraph (a) above.”;

61.01.14 (26) Notwithstanding sub-regulations 61.01.14 (24) and (25), an applicant applying for the conversion of his or her foreign pilot licence must attach to his or her application the following documentation:

61.01.14(26)(c) his or her logbook containing –

- (i) the last 12 months’ summary;
- (ii) endorsements of all class or type ratings;
- (iii) endorsements of the last revalidation of his or her licence, class or type and instrument flight ratings;

61.01.14(26)(d) his or her licence; and;

61.01.14(27) All new applicants for the conversion of a licence shall be required to pass the South African Civil Aviation Authority theoretical examination at the appropriate level as prescribed below:

61.01.14(29) The applicant for the conversion of a licence shall be required to undergo a skills test which in the case of a PPL (VFR) may be conducted by the holder of a Grade I or II flight

instructor rating who has been designated for the purpose by the CFI of the Part 141 approved aviation training organisation or a Designated Flight Examiner (DFE), and in all other cases must be conducted by a DFE as shown below:

61.01.14(30) A foreign instructor rating may be converted to a Grade III SACAA Flight Instructor Rating upon compliance with sub-regulation 61.16.1(1) (a), (c) and (f) or 61.19.1(1) (a), (c) and (f), as appropriate.

61.01.14(31) need not be complied with.

61.01.14(32) need not be complied with.

#### **Conditions relating to 61.01.17**

61.01.17(1)(a) The holder of a pilot licence must pay the annual currency fee as prescribed in Part 187 on or before the anniversary date of the licence.

61.01.17(1)(b) The privileges of the licence may not be exercised in the succeeding year unless all outstanding fees are paid in full.

#### **Conditions relating to 61.01.19**

7. Regulation 61.01.19 is hereby amended by –

61.01.19(1) An applicant for a licence, rating, revalidation, class or type rating or any familiarisation or differences training must have the applicable endorsements in his or her pilot logbook as described in Document SA-CATS-FCL 61.

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

61.01.19(3)(a) The flight examiner conducting a skills test or revalidation check shall stamp, sign, initial and date the applicable form for each candidate, as required, before forwarding to the South African Civil Aviation Authority for processing and record keeping: the stamp shall include the following details –

61.01.19(3)(c) Designation applicable to the flight instructor or examiner, such as Grade I or II flight instructor or DFE I (A), (H), DFE II (A), (H) or DFE III (A), (H) as the case may be.

61.01.19(4) Incorrect information contained on the stamp referred to in sub-regulation (3) shall invalidate the form.

#### **Conditions relating to 61.02.5**

61.02.5(2) Notwithstanding the provision of sub-regulation (1) (e), a student undergoing integrated training may exercise the privileges of his or her student pilot licence also -

#### **Conditions relating to 61.03.1**

61.03.1(1)(d) show evidence of holding a valid Student Pilot Licence, or having held within the previous 60 months, any of the following-

- (i) a pilot licence (aeroplane) issued by a Contracting State;
- (ii) a Recreational Pilot Licence issued in terms of Part 62.

61.03.1(1)(g) have passed the skills test referred to in regulation 61.03.4.”;

61.03.1(4) Notwithstanding the provisions of sub-regulation (2) above, the flight time required for the holder of a pilot licence issued in terms of Part 62, may be substituted by the flying hours obtained to the maximum specified in sub-regulation 61.01.9(9).

#### **Conditions relating to 61.03.4**

61.03.4(3) The holder of a Private Pilot Licence (Aeroplane) who has not flown a minimum of 3 hours as pilot-in-command of aeroplanes in the six months preceding a revalidation check shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command.

61.03.4(4) The initial skills test and revalidation check shall be conducted in an aircraft with a maximum certificated mass in excess of 450 kg.

#### **Conditions relating to 61.03.5**

61.03.5(2) The holder of a valid Private Pilot Licence (Aeroplane) may, in VMC, act as pilot-in-command or co-pilot in any aeroplane for which he or she holds the appropriate valid class rating or type rating;

61.03.5(3) To provide for special visual flight rules, the holder of a Private Pilot Licence (Aeroplane) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

#### **Conditions relating to 61.03.7**

61.03.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

61.03.7(2) The holder of a Private Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.03.

61.03.7(c) Need not be complied with.

#### **Conditions relating to 61.04.1**

61.04.1(1)(d) show evidence of holding a valid Student Pilot Licence, or having held within the previous 60 months, any of the following-

- (i) a pilot licence (Helicopter) issued by a Contracting State;
- (ii) a Recreational Pilot Licence issued in terms of Part 62.

61.04.1(1)(g) have passed the skills test referred to in regulation 61.04.4.

#### **Conditions relating to 61.04.4**

61.01.4(3) The holder of a Private Pilot Licence (Helicopter) who has not flown a minimum of 3 hours as pilot-in-command of helicopters in the six months preceding a revalidation check shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command.

### **Conditions relating to 61.04.5**

61.04.5(2) The holder of a valid Private Pilot Licence (Helicopter) may, by day in VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating;

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

### **Conditions relating to 61.04.7**

61.04.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).”;

61.04.7(2) The holder of a Private Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft

- (c) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.04.

61.04.7(3) Need not be complied with.

#### **Conditions relating to 61.05.1**

61.05.1(1)(d) produce evidence of holding or having held, within the previous 60 months, one of the following:

- (i) a South African Private Pilot Licence (Aeroplane);
- (ii) a pilot licence (aeroplane) issued by a Contracting State;
- (iii) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority;

61.05.1(1)(g) have passed the skills test referred to in regulation 61.05.4; and.

#### **Conditions relating to 61.05.4**

61.05.4(4) The holder of a Commercial Pilot Licence (Aeroplane) who has not flown a minimum of 3 hours as either pilot-in-command or pilot-in-command-under-supervision or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command.

#### **Conditions relating to 61.05.5**

61.05.5(2) The holder of a valid Commercial Pilot Licence (Aeroplane) may, in VMC, act as pilot-in-command or co-pilot in any aeroplane for which he or she holds the appropriate valid class rating or type rating;

61.05.5(3) To provide for special visual flight rules, the holder of a Commercial Pilot Licence (Aeroplane) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.”;

61.05.5 (4) If the holder of a Commercial Pilot Licence (Aeroplane) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.8.

61.05.5(5)(d) act as co-pilot in commercial air transport operations in any aeroplane required by certification to be operated with a minimum of 2 pilots;

#### **Conditions relating to 61.05.7**

61.05.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).”;

61.05.7(2) The holder of a Commercial Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft
- (c) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.05.”;

61.05.7(3) Need not be complied with.

### **Conditions relating to 61.06.1**

61.06.1(1)(d) produce evidence of holding or having held, within the previous 60 months, one of the following:

- (i) a South African Private Pilot Licence (Helicopter);

- (ii) a pilot licence (Helicopter) issued by a Contracting State;
- (iii) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority;

61.06.1(1)(g) have passed the skills test referred to in sub-regulation 61.06.4.

61.06.1(2)(a) 200 hours of flight time, which may include 20 hours of flight instruction time in a helicopter flight simulation training device approved by the Commissioner for the purpose; or

#### **Conditions relating to 61.06.4**

61.06.4(4) The holder of a Commercial Pilot Licence (Helicopter) who has not flown a minimum of 3 hours as either pilot-in-command or pilot-in-command-under-supervision (PICUS), or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command.

#### **Conditions relating to 61.06.5**

61.06.5(2) The holder of a valid Commercial Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating.

61.06.5(3) To provide for special visual flight rules, the holder of a Commercial Pilot Licence (Helicopter) may fly in IMC, in sight of the surface and clear of cloud, fog or mist within a control zone, after being authorised to do so by the responsible air traffic services controller.

#### **Conditions relating to 61.06.7**

61.06.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

61.06.7 (2) The holder of a Commercial Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:

- (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
- (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.06.”;

61.06.7(3) need not be complied with.

### **Conditions relating to 61.07.1**

25. Regulation 61.07.1 is hereby amended by –

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

61.07.1(1)(c) produce evidence of holding or having held, within the previous 60 months, an Instrument Rating and one of the following –

- (i) a South African Private or Commercial Pilot Licence (Aeroplane); or
- (ii) a pilot licence (aeroplane) issued by a Contracting State; or
- (iii) a Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and

61.07.1(1)(g) have passed the skills test referred to in regulation 61.07.4.”;

61.07.1(3) Need not be complied with.

### **Conditions relating to 61.07.3**

61.07.3.(3)(a) If an instrument rating is not issued within the 36 month period from the date of passing the last CPL/IR or ATPL examination as the case may be, then the Air Law and Procedures examination credit will lapse.

61.07.3.(3)(b) In the event of the lapse of the credit referred to above, a student shall be required to rewrite and pass the Air Law and Procedures theoretical knowledge examination which will then be valid for an additional 36 months.

### **Conditions relating to 61.07.4**

61.07.4(1) An applicant for the initial issue or revalidation of an Airline Transport Pilot Licence (Aeroplane) must have demonstrated to a Designated Flight Examiner I (Aeroplane) (DFE I (A), the ability to perform as pilot-in-command of a multi-engine aeroplane, in an actual or simulated multi-crew and IFR scenario, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Aeroplane).

61.07.4(2) The skills test may be performed in a flight simulation training device approved for the purpose and/or in a multi-engine aeroplane with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

61.07.4(3) During the skills test the examiner may play the role of a co-pilot, or in the case of a FSTD, be an observer where two pilots occupy the pilot seats.

61.07.4(4) The applicant may operate from either pilot seat in aeroplanes with suitable instrumentation but should perform the duties of the pilot flying. The test aspect 'Taxiing procedures' may be omitted if the applicant operates from the right seat in an aeroplane which can only be taxied from the left seat.

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

61.07.4(6) The holder of an Airline Transport Pilot Licence (Aeroplane) who has not flown a minimum of 3 hours as either pilot-in-command or pilot-in-command-under-supervision, or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command.

### **Conditions relating to 61.07.7**

61.07.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or

- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).

61.07.7(2) The holder of an Airline Transport Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law and Procedures examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airline Transport Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.07.

61.07.7(3) (a) In the event of the maintenance of competency requirements of an Airline Transport Pilot Licence (Aeroplane) not being complied with, the holder of an Airline Transport Pilot Licence (Aeroplane) may automatically continue to exercise the privileges of a VFR Commercial Pilot Licence.

61.07.7(b) This privilege may be exercised for a maximum period of 12 months from the date of expiry of the maintenance of competency of the Airline Transport Pilot Licence (Aeroplane), provided that the holder has a valid Class I or Class II medical certificate issued in terms of Part 67.

### **Conditions relating to 61.08.1**

29. Regulation 61.08.1 is hereby amended by –

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

61.08.1(1)(c) produce evidence of holding or having held, within the previous 60 months, a Night Rating and one the following –

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

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

61.08.1(1)(g) have passed the skills test referred to in sub-regulation 61.08.4.

### **Conditions relating to 61.08.4**

61.08.4(1) An applicant for the initial issue or revalidation of an Airline Transport Pilot Licence (Helicopter) must have demonstrated to a Designated Flight Examiner (Helicopter) (DFE I (H), the ability to perform as pilot-in-command of a helicopter, in an actual or simulated multi-crew scenario, the procedures and manoeuvres as prescribed in Document SA-CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Helicopter).

61.08.4(2) The skills test may be performed in a flight simulation training device approved for the purpose and/or in a helicopter suitable for multi-crew simulation and configurable with fully functional dual controls, and all instrumentation required for the test in a serviceable condition.

61.08.4(3) During the skills test the examiner may play the role of a co-pilot, or in the case of a FSTD, be an observer where two pilots occupy the pilot seats.

61.08.4(4) The holder of an Airline Transport Pilot Licence (Helicopter) who has not flown a minimum of 3 hours as either pilot-in-command or pilot-in-command-under-supervision or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command.

### **Conditions relating to 61.08.7**

61.08.7(1)(b) the beginning of the month following the date of –

- (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or

- (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in sub-paragraph (i).”;

61.08.7(2) The holder of an Airline Transport Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to:
  - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, but not more than 60 months, the licence holder shall be required to:
  - (i) rewrite the Air Law and Procedures or Air Law examination, as applicable;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airline Transport Pilot Licence (Helicopter), and meet the recency requirements to act as pilot-in-command; and
  - (iii) pass an initial licence skills test in the same category of aircraft;
- (c) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 60 months, comply with the initial issue requirements of Subpart 61.08.

61.08.7(3)(a) In the event of the maintenance of competency requirements of an Airline Transport Pilot Licence (Helicopter) not being complied with, the holder of an Airline Transport Pilot Licence (Helicopter) may automatically continue to exercise the privileges of a VFR Commercial Pilot Licence.

61.08.7(3)(b) This privilege may be exercised for a maximum period of 12 months from the date of expiry of the maintenance of competency of the Airline Transport Pilot Licence (Helicopter), provided that the holder has a valid Class I or Class II medical certificate issued in terms of Part 67.

### **Conditions relating to 61.13.1**

61.13.1(1) This Subpart applies to the issuing, revalidating and re-issuing of South African pilot class and type ratings and warbird type rating; the privileges and limitations of such class and type ratings and warbird type endorsements; and matters related thereto.

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

61.13.1(8)(a) Even if an applicant has an entry for a class rating in his or her licence, a change to another system, make and model or variant of the aeroplane within one class rating requires differences or familiarisation training, as indicated in Tables 1-3 of Technical Standard 61.13.7 and such training shall be endorsed in the pilot's logbook.

61.13.1(8)(b) The notification of differences/familiarisation training form indicated in Document SA-CATS-FCL 61 shall be forwarded to the Commissioner within 30 days of completion of the training.

### **Conditions relating to 61.13.3**

61.13.3(4) The skills test must be completed within 90 days of completion of the written examinations referred to in regulation 61.13.1.”.

### **Conditions relating to 61.13.10**

#### **Type rating training and testing conducted by an approved Type Rating Training Organisation (TRTO) of a Contracting State.**

61.13.10(1) A Type Rating Training Organisation (TRTO) of a contracting State may, prior to the training, be approved by the Commissioner for the purpose of conducting Type Rating Training and Testing for holders of a South African Pilot Licence, provided that the training and testing requirements are equal to or above the minimum standards of this Part and as prescribed in Document SA-CATS-FCL 61.

61.13.10(2) The Commissioner may, on completion of the training and testing conducted by an approved TRTO, add the type rating to a South African licence, provided that the licence holder submits a copy of the type rating endorsement in the pilot's logbook, a copy of the type rating training file and the skills test report completed and signed by the Type Rating Examiner of the contracting state.

### **Conditions relating to 61.14.1**

61.14.1(1)(c) submit proof of having passed the theoretical examination referred to in sub-regulation (3) below; and

61.14.1(1)(d) have passed the prescribed skills test, referred to in Regulation 61.14.4”;

61.14.1(2)(a) not less than 5 hours of theoretical knowledge instruction on the material as prescribed in Document SA-CATS-FCL 61;

### **Conditions relating to 61.15.1**

61.15.1(1)(c) hold a valid Class 2 medical certificate issued in terms of Part 67;

61.15.1(1)(f) have passed the skills test referred to in regulation 61.15.4, in an aircraft or FSTD approved for the purpose ; and;

61.15.1(3) The applicant must have completed 40 hours instrument flight training under instruction of which at most 20 hours may be in an FSTD approved for the purpose.

61.15.1(4) In the case of an instrument rating for a multi-engine aeroplane, at least 5 hours of the instrument flight training referred to in sub-regulation (3) shall be conducted in a multi-engine aeroplane and shall be additional to the training towards the initial multi-engine class rating, provided that 3 of the 5 hours may be conducted in an FSTD approved for the purpose.

61.15.1(5) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant must have undergone at least an additional 5 hours of instrument flight instruction in the new category of aircraft prior to the skills test, provided that 3 of the 5 hours may be conducted in an FSTD approved for the purpose.

### **Conditions relating to 61.15.3**

61.15.3(1) An applicant for an instrument rating must have passed the appropriate written examinations as prescribed in Document SA-CATS-FCL 61, provided that the holder of a valid instrument rating applying for an instrument rating in a different category is not required to write the examinations again.

### **Conditions relating to 61.15.4**

61.15.4(5) Notwithstanding sub-regulations (1) and (2), any elements of the skills test which cannot be safely conducted in the aircraft, or due to unavailability of facilities, may be conducted in an FSTD approved for the purpose.

### **Conditions relating to 61.15.5**

61.15.5(3) The limitation in sub-regulation (2) may be removed by being tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

### **Conditions relating to 61.15.7**

61.15.7(1) The period of validity of an instrument rating shall be calculated from –

61.15.7(2)(a) if the validation period has not yet lapsed, or has lapsed for a period of 24 months or less, the applicant must pass a Revalidation check with a designated flight examiner, as prescribed in Document SA-CATSFCL 61, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category;

61.15.7(2)(b)(ii) acquire, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category, at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and

61.15.7(2)(b)(iii) within 90 days of having acquired the instrument time, pass a skills test required for an initial instrument rating with a Designated Flight Examiner, as prescribed in Document SA-CATS-FCL 61, in an aircraft or FSTD approved for the purpose in the appropriate aircraft category;

61.15.7(3) Where a pilot holds an instrument rating in the helicopter and aeroplane categories, the revalidation check must be carried out in each category at least once in every 24 months.

61.15.7 (4) Where a pilot holds an instrument rating for both single-engine and multi-engine aeroplanes, every alternate revalidation of this rating may be carried out in a single-engine aeroplane or in an FSTD approved for the purpose.

#### **Conditions relating to 61.16.1**

61.16.1(1)(b) have successfully completed at least 20 hours of flight instructor pattern training as prescribed in Document SA-CATS-FCL 61, conducted by a Grade I or a Grade II Aeroplane Flight Instructor, of which at least 15 hours must be in an aeroplane and 5 hours may be in an FSTD approved for the purpose;

61.16.1(1)(f) undergo the skills test referred to in regulation 61.16.4 conducted by a Designated Flight Examiner (DFE) within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

#### **Conditions relating to 61.16.5**

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

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

61.16.5(2) A Grade III Flight Instructor (Aeroplane) may, subject to sub-regulations (1) and (3), give instruction as limited by the endorsements in his or her logbook or licence, towards –

- (a) the issue of a Student Pilot Licence;
- (b) the issue or revalidation of a Private Pilot Licence;
- (c) familiarisation and differences training;
- (d) the issue of a night rating;
- (e) the issue of an instrument rating;

- (f) the issue of a multi-engine piston class rating;
- (g) the issue of a single-engine turbo-propeller class rating;
- (h) the issue of an aerobatics rating; and
- (i) the issue of a type rating.

61.16.5(3) The requirements for the endorsements referred to in sub-regulation (2) are as follows:

- (a) In all cases the instructor must have –
  - (i) the flight instructor endorsement (PI) for the specific aeroplane class, including make and model within a class, and aeroplane type (where a type rating is required) in his or her logbook and licence (as required); or
  - (ii) written authorisation in the case of instruction on an FSTD.
- (b) In the case of instruction in an aeroplane, the instructor must have demonstrated proficiency in flying the aeroplane from each pilot seat.
- (c) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.
- (d) For the Night Rating Instructor endorsement, the instructor must –
  - (i) be the holder of a night rating and show evidence of having completed the training at an approved Part 141 aviation training organisation as described in Appendix 13.1, Exercises 19 and 20, of SA CATS-FCL 61;
  - (ii) have demonstrated to a DFE I or II (A) in the case of an initial Grade III skills test, or the CFI of an approved ATO in the case of an existing Grade III instructor, the ability to –
    - (aa) give a suitable night flying briefing;
    - (bb) give instruction in an aeroplane or approved FSTD on instrument flying to the level required for a night rating; and
    - (cc) give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;
  - (iii) have his or her logbook endorsed by the DFE or CFI with the words “Authorised to give instruction for night ratings”.
- (e) For the Instrument Flight Instructor endorsement, the instructor must –
  - (i) have given not less than 100 hours of instruction in an aeroplane or FSTD;
  - (ii) be the holder of a valid instrument rating appropriate to the aeroplane in which the instrument training is provided;

- (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.4 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
  - (iv) have demonstrated to a DFE I or II (A) the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating; and
  - (v) have his or her logbook endorsed by the DFE with the words “Authorised to give instruction for instrument ratings”.
- (f) For the Multi-Engine Class Rating Instructor endorsement, the instructor must –
- (i) have given at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of a multi-engine aeroplane;
  - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.2 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
  - (iv) have accumulated at least 5 hours as pilot-in command in the specific make and model of the multi-engine aeroplane used for training;
  - (v) undergo a skills test for the endorsement with a DFE I or II (A); and
  - (vi) have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for multi-engine class ratings”.
- (g) For the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must –
- (i) have accumulated at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) have accumulated at least 50 hours of flight time as pilot-in-command of a single-engine turbo-propeller aeroplane;
  - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.3 of SA CATS-FCL 61, or an equivalent course acceptable to the Commissioner;
  - (iv) have passed the Turbo-propeller/Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL(A)
  - (v) undergo a skills test for the endorsement with a DFE I or II (A); and

- (vi) have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for single-engine turbo-propeller class ratings”.
- (h) For the Type Rating Instructor endorsement, the operator offering the type rating training must apply in writing to the Commissioner motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must –
  - (i) have accumulated at least 100 hours of instruction in an aeroplane or FSTD;
  - (ii) be rated as pilot-in-command on the type if required to instruct on an aeroplane;
  - (iii) show evidence of having completed a course of instruction, acceptable to the Commissioner, at an approved ATO on the specific type;
  - (iv) have passed the Turbo-propeller /Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
  - (v) undergo a skills test for the endorsement with a DFE I or II (A) in the case of instructing on an aeroplane, or have a written authorization in the case of instructing on an FSTD; and
  - (vi) have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for the (type by name) type rating.”.

### **Conditions relating to 61.16.6**

61.16.6(2) If a period of 12 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) either –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.16.6 (3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;

- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade III Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.

### **Conditions relating to 61.16.7**

61.16.7(1)(b)(ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA.”.

### **Conditions relating to 61.17.1**

61.17.1(c) must have the night rating instructor and instrument flight instructor endorsements in his or her logbook;

61.17.1(e) provide proof of having given instruction in every exercise of the Private Pilot Licence syllabus as listed in Appendix 1.1 of Document SA CATS-FCL 61.

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

61.17.1(h) pass the skills test referred to in regulation 61.17.4 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (g).

### **Conditions relating to 61.17.5**

61.17.5(1)(c) conduct training in a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;”;

61.17.5(1)(j) conduct the training for the issue of a Grade II or Grade III Aeroplane Flight Instructor Rating provided that he or she is the holder of an instructor training endorsement;

61.17.5(1)(k) conduct the skills tests for –”;

61.17.5(1)(k)(ii) the revalidation of a Private Pilot Licence (Aeroplane) without instrument rating;

61.17.5(1)(k)(vi) the issue of class or type rating for a single-engine turboprop aeroplane or a type rating for multi-engine turboprop or turbojet aeroplane provided that the applicant is already the holder of an appropriate MEP class or an SE/ME turbine or turbojet type rating and that the flight instructor holds the applicable turboprop or turbojet flight instructor endorsement;

61.17.5(1)(k)(vii) the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of fulltime employees of the operator, provided that he or she has the

appropriate flight instructor endorsements, is a full time employee of the company, and has been appointed as a Designated Flight Examiner Grade III (Aeroplane) (DFE III (A));

### **Conditions relating to 61.17.6**

61.17.6(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.17.6(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check for a Grade II flight instructor rating with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.

### **Conditions relating to 61.18.1**

61.18.1(b) hold a valid multi-engine instrument rating;

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

### **Conditions relating to 61.18.4**

61.18.4(2) The initial skills test and revalidation check test must be undertaken:

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

61.18.4(b) the Grade I Aeroplane Flight Instructor who supervised the applicant considers him or her to be competent to attempt the initial skills test for the rating .

61.18.4(5) A fee as prescribed in Part 187 is payable for the monitoring of the prescribed practical training process with specific reference to the research study as contemplated in Appendix 18.0 to DOCUMENT SA-CATS-FCL 61.

#### **Conditions relating to 61.18.5**

61.18.5(1) The holder of a valid Grade I Aeroplane Flight Instructor Rating, in addition to the privileges of a Grade II Aeroplane Flight Instructor, may conduct training on any aeroplane class or type on which he or she holds the appropriate instructor endorsement.

#### **Conditions relating to 61.18.6**

61.18.6(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in aeroplanes; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.18.6(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the re-issue of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade I Flight Instructor Rating (Aeroplane); and
- (c) has passed a revalidation check for a Grade I flight instructor rating with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.

#### **Conditions relating to 61.19.1**

61.19.1(b) have successfully completed at least 20 hours of flight instructor patter training as prescribed in Document SA-CATS- FCL 61, conducted by a Grade I or a Grade II Helicopter

Flight Instructor, of which at least 15 hours must be in a helicopter and 5 hours may be in an approved (FSTD);

61.19.1 (f) pass the skills test referred to in regulation 61.19.4 conducted by a Designated Flight Examiner (DFE) within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).”.

### **Conditions relating to 61.19.5**

61.19.5(1) The holder of a valid Grade III Helicopter Flight Instructor Rating may, under the supervision of a Grade I or Grade II Helicopter Flight Instructor with the appropriate type ratings, give flight instruction in helicopters in respect of which he or she is the holder of appropriate type rating as an instructor;”;

61.19.5(3)(a) instrument flight training; provided that the holder shall also hold a valid instrument rating on either aeroplanes or helicopters;

61.19.5(3)(d) Need not be complied with.

### **Conditions relating to 61.19.6**

61.19.6(2) If a period of 12 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) either –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.19.6 (3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade III Flight Instructor Rating (Helicopter); and

- (c) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.

### **Conditions relating to 61.20.1**

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

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

### **Conditions relating to 61.20.5**

61.20.5(1)(d) conduct the training for an instrument rating, provided that he or she is the holder of a valid instrument rating (helicopter) and an instrument flight training endorsement;

61.20.5(1)(g) conduct the training for the issue of a Grade II or Grade III Helicopter Flight Instructor Rating provided that he or she is the holder of the appropriate flight instructor training endorsement;”.

### **Conditions relating to 61.20.6**

61.20.6(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.20.6 (3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (helicopter); and

- (c) has passed a revalidation check for a Grade II flight instructor rating with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.

#### **Conditions relating to 61.21.1**

61.21.1(b) hold a valid multi-engine instrument rating;

61.21.1(c) hold the appropriate instrument flight training endorsement;

#### **Conditions relating to 61.21.4**

61.21.4(3)(b) the Grade I Helicopter Flight Instructor who has provided the training considers the performance of the applicant as a helicopter flight instructor adequate for his or her upgrade to a Grade I Helicopter Flight Instructor.”;

61,21.4(4) A fee as prescribed in Part 187 is payable for the monitoring of the prescribed practical training process with specific reference to the research study as contemplated in Appendix 18.0 to DOCUMENT SA-CATS-FCL 61.” .

#### **Conditions relating to 61.21.6**

61.21.6(2) If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Commissioner for the reissuing of the rating, if he or she –

- (a) has passed a revalidation check with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating; and
- (b) within the 12 months preceding the application –
  - (i) has given not less than 20 hours of flight instruction in helicopters; or
  - (ii) provides proof of having attended a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organization or the SACAA.

61.21.6(3) If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Commissioner for the reissuing of the rating, provided that he or she –

- (a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar as prescribed in Document SA-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation or the SACAA;
- (b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (helicopter); and

- (c) has passed a revalidation check for a Grade II flight instructor rating with a Designated Flight Examiner within the 30 days prior to the application for the revalidation of the rating.”.

### **Conditions relating to 61.22.1**

60. The following regulation is hereby substituted for regulation 61.22.1 of the Regulations:

#### **Requirements for a Flight Simulation Training Device Instructor authorisation**

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

61.22.1(2) An ATO wishing to appoint a new Grade I or Grade II Flight Instructor to provide instruction on an FSTD, must provide details of a training course which includes the operation of the FSTD and the number of training sessions (dependent on the sophistication of the FSTD) to be given by the new applicant under the supervision of an existing FSTD instructor; thereafter apply to add the Flight Instructor to the ATO’s MOP and comply with the requirements of sub-regulation (1) for existing instructors.

61.22.1(3) In the case of a Grade III Flight Instructor, the Chief Instructor of the ATO must apply to the Commissioner for approval for the Grade III instructor to carry out instruction on an FSTD at that particular ATO and under the supervision of the Chief Instructor, stating how the supervision will be carried out, and thereafter comply with the requirements of sub-regulation (2).

61.22.1(4) In addition to the requirement specified in sub-regulation (3), a Grade III instructor at General Aviation flight schools must be given guidance on providing the instruction required for the 5 hours of FSTD training permitted towards the PPL.

61.22.1(5) In the case of personnel utilised for training on an FSTD who no longer hold a valid licence and Flight Instructor rating, the same procedures and requirements apply as for a Grade III Flight Instructor as in sub-regulation (3).

#### **Alternative means of compliance of regulations 61.22.2; 61.22.3; 61.22.4; 61.22.5; 61.22.6; 61.22.7 and 61.22.8**

The following regulations 61.22.2; 61.22.3; 61.22.4; 61.22.5; 61.22.6; 61.22.7 and 61.22.8 need not be complied with.

### **Conditions relating to 61.30.1**

61.30.1(a) hold at least a valid Private Pilot Licence (Aeroplane) with a minimum of 60 hours as pilot-in-command of aeroplanes;

61.30.1(c) have acquired suitable experience that includes completion of at least 10 tug operations (that includes towing different weight class gliders, exposure to glider pilot aerotow training manoeuvres, aerotow upset training and aerotow emergencies) under the supervision

of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Commissioner; and

61.30.1(d) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Commissioner, the proficiency to act as pilot-in-command of a tug aeroplane whilst having a glider in tow.

### **Conditions relating to 61.36.1**

61.36.1(1)(e) Authorised Officer (AO);

61.36.1(1)(f) Designated Test Pilot Examiner (DTPE).”

61.36.1(5)(a) In order to provide for exceptional circumstances, the Commissioner may, on written application, approve a national of a Contracting State to act as an Official Flight Examiner (OFE), for a period not exceeding 90 days, for the purposes of licence and instrument rating revalidations, class and type rating revalidations, initial type ratings or differences training.

61.36.1(5)(b) Notwithstanding the provisions of paragraph (a), the Commissioner may approve an OFE for a period of up to 12 months where that person is a type rating examiner in the employ of an approved foreign Type Rating Training Organisation.

61.36.1(6) The Commissioner must issue the designation referred to in sub-regulation (5) in writing.

61.36.1(7)(b) hold at least a valid Commercial Pilot Licence in the applicable category of aircraft; and.

### **Conditions relating to 61.36.3**

61.36.3(6)(a) hold at least a valid Commercial Pilot Licence (Helicopter) with a current night rating and a valid Grade II flight instructor rating;”;

61.36.3(6)(b)(i) 50 hours must be accumulated at night; and”;

61.36.3(7)(a) hold at least a valid Commercial Pilot Licence (Helicopter) with a current night rating and a Grade I flight instructor rating;”;

61.36.3(9)(a) hold a valid Airline Transport Pilot Licence (Helicopter) with a valid instrument rating and a valid Grade I flight instructor rating;”;

61.36.3(9)(b)(i) 500 hours must be accumulated in multi-engine helicopters;

61.36.3(9)(b)(ii) 300 hours must be accumulated in a multi-crew environment;

### **Conditions relating to 61.36.4**

61.36.4(1)(a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;

61.36.4(1)(c) proof of the applicant having successfully attended the flight examiner assessment course as prescribed in paragraph (e) of -regulation 61.36.2;

61.36.4(1)(d) proof of the applicant having passed the examiner designation acceptance test as prescribed in paragraph (f) of regulation 61.36.2;

61.36.42) An application that contains false or misleading information, including any supporting documentation, must be disqualified.

61.36.4 (3) If any false or misleading information comes to the attention of the Commissioner, subsequent to the issuing of the designation, the Commissioner may withdraw the designation.

### **Conditions relating to 61.36.6**

61.36.6(3) The Commissioner may issue the designation if the applicant has attended at least one designated flight examiners conference or workshop under the auspices of the Civil Aviation Authority during the preceding 12 months and has been subject to the oversight prescribed in regulation 61.36.7.

### **Conditions relating to 61.36.8**

61.36.8(2)(a) In the case of a DFE III (A): to conduct the revalidation check for the revalidation of an instrument rating and the skills test for an initial type rating for full-time employees of a Part 135 or Part 121 operator, provided that he or she is a full time employee of the operator and has the appropriate flight instructor endorsements.

61.36.8(b) In the case of a DFE III(H): to conduct the revalidation check for the revalidation of an instrument rating and the skills test for an initial type rating for full-time employees of a Part 127 operator , provided that he or she is a full time employee of the operator and has the appropriate flight instructor endorsements.

61.36.8(2)(ii) the issue, revalidation or reissue of an instrument rating, flight instructor rating, and type ratings for single-pilot, single-engine helicopters with a maximum certificated mass in excess of 3 175 kg, multi-engine helicopters, and multi-pilot helicopters, provided he or she has the appropriate flight instructor endorsement; and;

61.36.8(3) In the case of a DFE whose medical certificate is revoked, he or she may continue to exercise the privileges of his or her designation in an FSTD for the remaining period of the designation, or as approved in writing by the Commissioner,

61.36.8(5)(a) When a skills test or a revalidation check is to be conducted in a piston engine aeroplane with a maximum certificated mass of 5 700 kg or less, or in a helicopter with a

maximum certificated mass of 3175 kg or less, and the DFE holds the category rating but is not rated on the aircraft, the pilot to be tested must have a valid licence and be appropriately rated to act as pilot-in-command of the aircraft;

61.36.8(5)(c) For the purposes of conducting a revalidation check for an instrument rating in a multi-pilot aircraft, where the DFE does not hold the type rating, the flight crew must be appropriately rated and the DFE must hold the appropriate category rating and may not occupy a pilot seat;

61.36.8(5)(d) A DFE, occupying a pilot seat as an examiner in an aeroplane with a maximum certificated mass in excess of 5 700 kg or a helicopter with a maximum certificated mass in excess of 3175 kg, as the case may be, shall hold a valid type rating for the aircraft in which the test is being carried out.

### **Conditions relating to 61.38.1**

61.38.1(1)(e) have passed the skills test demonstrating to an aerobatics examiner, as appointed by an approved or designated aerobatics sport controlling body and ratified by the Commissioner, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner.