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GENERAL NOTICE

NOTICE 566 OF 2008

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

PROPOSED AMENDMENT TO THE CIVIL AVIATION REGULATIONS, 1997

Under regulation 11.03.2(1)(a) of the Civil Aviation Regulations, the Chairperson of the Civil Aviation Regulations Committee (CARCOM) hereby publishes for comment the proposed amendments to the Civil Aviation Regulations, 1997, as set out in the schedules. Any comments or representations on the proposed amendments should be lodged in writing with the Chairperson of the Regulations Committee, for attention Mr. Jabulani Mashinini or Mr. Herman Wildenboer, Private Bag 73 Halfway House, 1685, fax: (011) 545-1201, or e-mail at mashininij@caa.co.za or wildenboerh@caa.co.za, before or on 11th June 2008.

PROPOSER

South African Civil Aviation Authority
Ikhaya Lokundiza 1
Building 16, Treur Close
Waterfall Park
Bekker Street
Midrand

Explanation of interest of the Proposer

The Proposer administers the Aviation Act, 1962 (Act No. 74 of 1962) and the regulations and technical standards issued in terms thereof.

SCHEDULE 1

1.1 PROPOSAL TO AMEND REGULATION 1.00.1 OF THE REGULATIONS

(a) It is hereby proposed to amend Regulation 1.00.1 of the Regulations by the addition of the following definition after the definition of "air traffic service inspector":

"'**air traffic service provider**' means a body or organisation who is responsible for the provision of Air Traffic Services at one or more Air Traffic Service Units and who shall apply Air Traffic Control Services in such airspaces as delegated to the provider by the Commissioner;";

(b) It is hereby proposed to amend Regulation 1.00.1 of the Regulations by the addition of the following definition after the definition of "safety":

"'**safety management system**' means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;".

1.2 Current Regulation

No definition currently exists for the abovementioned.

1.3 Motivation

These proposed amendments incorporates the definition for the introduction of SMS into State Safety Oversight Systems as required by the new ICAO SARPS and incorporates the definition for Air traffic service provider which is enhancing the current definition of ATSU.

SCHEDULE 2

2.1 PROPOSAL TO AMEND REGULATION 1.00.2 OF THE REGULATIONS

It is hereby proposed to amend Regulation 1.00.2 of the Regulations by the addition of the following abbreviation after "ATS":

"'**ATSU**' means air traffic service unit;".

2.2 Current Regulation

No abbreviation currently exists for the abovementioned.

2.3 Motivation

This proposed amendment enhances the abbreviations of Regulation 1.00.2.

SCHEDULE 3

3.1 PROPOSAL TO INSERT REGULATION 43.03.5 INTO THE REGULATIONS

It is hereby proposed to insert regulation 43.03.5 after regulation 43.03.4 of the regulations:

"Annual review of maintenance

43.03.5 (1) Any person who carries out and certifies an annual review of maintenance for an aircraft shall enter –

(a) the statement as prescribed in Document SA-CATS-GMR, in the aircraft logbook or other technical record approved by the commissioner;

(b) in addition to the statement referred to in paragraph (a), his or her signature, licence or authorised number, and the date on the entry; and

(c) in the appropriate section of the aircraft technical log, the date of the review.

3.2 Current regulation

Does not exist.

3.3 Motivation

It is necessary to re-insert this subpart into the Regulations. The insertion is necessary because it was erroneously omitted during the amendment of the entire Part 43, as contained in the Twenty Third Amendment of the CARS. The 1998 original text of the Regulations does contain this Part. It is difficult to deal with annual review of maintenance of aircrafts since there is no provision in the Regulations in that regard.

SCHEDULE 4

4.1 PROPOSAL TO AMEND REGULATION 91.06.29 OF THE REGULATIONS

It is hereby proposed to amend regulation 91.06.29 of the Regulations by the addition after sub-regulation (4) of the following sub-regulations:

"(5) The pilot-in-command of any civil aircraft flying in South African airspace when intercepted shall comply with procedures laid down in this regulation.

(6) The pilot-in-command of a South African registered aircraft, when flying in another country's airspace shall comply with interception requirements of that country.".

4.2 CURRENT REGULATIONS

The present regulation does not include these sub-regulations.

4.3 Motivation

This complies with ICAO Annex 2 Chapter 3. 3.8.2.

SCHEDULE 5

5.1 PROPOSAL TO INSERT REGULATION 139.02.4A IN THE REGULATIONS

It is hereby proposed to insert the following regulation after regulation 139.02.4 of the Regulations:

"Safety management system

139.02.4A (1) With effect from the 1st January 2009, an applicant for a category 4 or higher aerodrome where commercial activities take place, shall establish, implement, maintain and adhere to a safety management system that is appropriate to the size, nature and complexity of the operations or activities authorized to be conducted in terms of the license issued under regulation 139.02.1 and the hazards and risks related to the operations or activities.

(2) The acceptable level of safety for an aerodrome operator shall be established by the Commissioner.

(3) The safety management system shall include the following:

(a) the identification of safety hazards;
(b) remedial action necessary to maintain an acceptable level of safety;
(c) continuous monitoring and regular assessment of the safety level achieved; and
(d) continuous improvement to the overall level of safety.

(4) The safety management system shall clearly define lines of safety accountability throughout the aerodrome operator, including a direct accountability for safety for senior management.

(5) The minimum standards for a safety management system shall be as prescribed in Document SA-CATS-AH.

(6) The safety management system established in terms of sub-regulation (1) shall be documented and form part of aerodrome operations manual, or be an attachment thereto and the copy thereof shall be submitted to the Commissioner for approval.

(7) As from the 1st January 2010, the provisions of this regulation shall apply to the holder of an aerodrome license which was issued before 1 January 2009.

5.2 Current Regulation

Does not provide for the implementation of a safety management system.

5.3 Motivation

This proposed amendment fulfils the requirements of ICAO.

SCHEDULE 6

6.1 PROPOSAL TO INSERT REGULATION 141.02.3A IN THE REGULATIONS

It is hereby proposed to insert the following regulation after regulation 141.02.3:

"Safety management system

141.02.3A (1) With effect from the 1st January 2009, an applicant shall establish a safety management system acceptable to the Commissioner for the control and supervision of the services covered by the application.

(2) The acceptable level of safety for an approved training organization shall be established by the Commissioner.

(3) The safety management system shall include the following:

(a) the identification of safety hazards;
(b) remedial action necessary to maintain an acceptable level of safety;
(c) continuous monitoring and regular assessment of the safety level achieved; and
(d) continuous improvement to the overall level of safety.

(4) The safety management system shall clearly define lines of safety accountability throughout the approved training organization, including a direct accountability for safety for senior management.

(5) The minimum standards for a safety management system shall be as prescribed in Document SA-CATS-ATO.

(6) As from the 1st January 2010, the provisions of this regulation shall apply to the holder of an approved training organization approval which was issued before 1 January 2009.

6.2 Current Regulation

No current regulation exists to provide for the implementation of a safety management system.

6.3 Motivation

This proposed amendment incorporates the new ICAO Annex 1 amendment for the introduction of SMS into State Safety Oversight Systems.

SCHEDULE 7

7.1 PROPOSAL TO INSERT REGULATIONS 145.02.2A; 145.03.2A; 145.04.2A; 145.05.2A; 145.06.2A; 145.07.2A; 145.08.2A IN THE REGULATIONS

It is hereby proposed to insert the following provisions in various parts of Part 145 of the Regulations:

"Safety management system"

145.02.2A (1) With effect from the 1st January 2009, an applicant shall establish a safety management system acceptable to the Commissioner for the control and supervision of the services covered by the application.

(2) The acceptable level of safety for an aircraft maintenance organisation shall be established by the Commissioner.

(3) The safety management system shall include the following:

(a) the identification of safety hazards;
(b) remedial action necessary to maintain an acceptable level of safety;
(c) continuous monitoring and regular assessment of the safety level achieved; and
(d) continuous improvement to the overall level of safety.

(4) The safety management system shall clearly define lines of safety accountability throughout the aircraft maintenance organisation, including a direct accountability for safety for senior management.

(5) The minimum standards for a safety management system shall be as prescribed in Document SA-CATS-AMO.

(6) As from the 1st January 2010, the provisions of this regulation shall apply to the holder of an aircraft maintenance approval which was issued before 1 January 2009.

7.2 Current Regulation

No current regulation exists to provide for the implementation of a safety management system.

7.3 Motivation

This proposed amendment incorporates the new ICAO Annex 6 Chapter 8 amendment for the introduction of SMS into State Safety Oversight Systems for Aircraft Maintenance Organisations.

SCHEDULE 8

8.1 PROPOSAL TO INSERT REGULATION 148.02.4A IN THE REGULATIONS

It is hereby proposed to insert the following regulation after regulation 148.02.4:

"Safety management system

148.02.4A (1) With effect from the 1st January 2009, an applicant for the issuing of a manufacturing organisation approval shall establish a safety management system acceptable to the Commissioner for the control and supervision of the services covered by the application.

(2) The acceptable level of safety for a manufacturing organisation shall be established by the Commissioner.

(3) The safety management system shall include the following:

(a) the identification of safety hazards;
(b) remedial action necessary to maintain an acceptable level of safety;
(c) continuous monitoring and regular assessment of the safety level achieved; and
(d) continuous improvement to the overall level of safety.

(4) The safety management system shall clearly define lines of safety accountability throughout the manufacturing organisation, including a direct accountability for safety for senior management.

(5) The minimum standards for a safety management system shall be as prescribed in Document SA-CATS-MORG.

(6) As from the 1st January 2010, the provisions of this regulation shall apply to the holder of a manufacturing organisation approval which was issued before 1 January 2009.

8.2 Current Regulation

No current regulation exists to provide for the implementation of a safety management system.

8.3 Motivation

This proposed amendment incorporates the new ICAO Annex 8 amendment for the introduction of SMS into State Safety Oversight Systems for Manufacturing Organizations.

SCHEDULE 9

9.1 PROPOSAL TO INSERT REGULATION 172.03.2A IN THE REGULATIONS

It is hereby proposed to insert regulation 172.03.2A after regulation 172.03.2 of the Regulations:

"Safety management system

172.03.2A (1) With effect from the 1st January 2009, an applicant shall establish a safety management system acceptable to the Commissioner for the control and supervision of the services covered by the application.

(2) The acceptable level of safety for an air traffic service unit shall be established by the Commissioner.

(3) The safety management system shall include the following:

(a) the identification of safety hazards;
(b) remedial action necessary to maintain an acceptable level of safety;
(c) continuous monitoring and regular assessment of the safety level achieved; and
(d) continuous improvement to the overall level of safety.

(4) The safety management system shall clearly define lines of safety accountability throughout the air traffic service unit, including a direct accountability for safety for senior management.

(5) The minimum standards for a safety management system shall be as prescribed in Document SA-CATS-ATS.

(6) As from the 1st January 2010, the provisions of this regulation shall apply to the holder of an approval which was issued before 1 January 2009.

9.2 Current Regulation

Does not provide for the implementation of a safety management system.

9.3 Motivation:

This proposed amendment fulfils the requirements of chapter 2.26 of ICAO Annex 11 (States shall implement...ATS safety management programmes...).

SCHEDULE 10

10.1 PROPOSAL TO AMEND REGULATION 172.03.12 OF THE REGULATIONS

It is hereby proposed to amend Regulation 172.03.12 of the Regulations by the addition after paragraph (m) of the following paragraph:

"(n) Develop and implement contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services and such plans –

(i) shall be closely coordinated with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace; and

(ii) shall be submitted for approval by the ICAO Council.".

10.2 Current regulation

Duties of holder of approval

172.03.12 The holder of an approval shall –

(a) provide the services listed in its manual of procedure, in accordance with the procedures as prescribed in Document SA-CATS-ATS;

(b) hold at least one complete and current copy of its manual of procedure referred to in Regulation 172.03.1; at each air traffic service unit specified in the manual of procedure;

(c) comply with all procedures detailed in the manual of procedure;

(d) make each applicable part of the manual of procedure available to the personnel who require those parts to carry out their duties;

(e) continue to comply with the appropriate requirements prescribed in this Part;

(f) keep the records of all internal inspections conducted in terms of Regulation 172.03.15 for a period of five years from the date of each inspection;

(g) furnish the Commissioner with the en route facility financial data and en route facility traffic statistics as prescribed in Document SA-CATS-ATS;

(h) comply with the air traffic control instructions as prescribed in Document SA-CATS-ATS;

(i) replace or upgrade any obsolete installation;

(j) apply the procedures as prescribed in Document SA-CATS-ATS, when notified of an accident or incident in terms of Regulation 12.02.1,12.02.2 or 12.02.3, as the case may be; and

(k) investigate any air traffic service incident of which such holder is notified in terms of Regulation 12.02.2 (3) and report to the investigator-in-charge in the appropriate form as prescribed in Document SA-CATS-ATS.

(l) where PBN has been implemented, monitor the system to ensure maintenance of system safety, air navigation performance and make periodic safety assessments in accordance with SA-CATS-ATS;

(m) establish and implement formal procedures for co-ordination between ATS and Operators, Military Authorities, meteorological Services and Aeronautical Information Services, where required.

10.3 Motivation

This proposed amendment is in accordance with the requirements of ICAO Annex 11, Chapter 2.29, Contingency arrangements and Doc 9426 ATS Planning Manual.

SCHEDULE 11

PROPOSAL FOR THE AMENDMENT OF REGULATIONS 1.00.1, 24, 61 AND 62 OF THE CIVIL AVIATION REGULATIONS, 1997

A PROPOSER

Aero Club of South Africa
Aero club House
Hangar No. 4
Rand Airport
Germiston

B. PROPOSER'S INTEREST

The proposer is responsible for controlling and co-ordinating sporting aviation in South Africa.

GENERAL EXPLANATORY NOTE

Please take note that some of the proposed definitions e. g. sailplane, are not in line with the current definitions. However, this issue will be addressed by CARCom at a later stage.

1.1 PROPOSAL TO AMEND REGULATION 1.00.1 OF PART 1 OF THE REGULATIONS (DEFINITIONS)

It is proposed to amend regulation 1.00.1 of the Regulations by the substitution for the definition of "skills test" of the following definition:

"'**skills test**' means a summative assessment for the purpose of evaluating reflective competency for the issuing or re-issuing or renewing a license, certificate or rating".

1.2 MOTIVATION

To provide clarification for the term used in Part 61 and Part 62 of the Regulations

The regulations should comply with the general and specific guidelines in terms of SAQA (South African Qualifications Authority), principals of NQF and subsequently OBA (Outcomes Based Assessment).

1.3 CURRENT REGULATION

"'**skills test**' means a test carried out for the purpose of issuing or re-issuing or renewing a pilot license".

2.1 PROPOSAL TO AMEND REGULATION 1.00.1 OF PART 1 OF THE REGULATIONS (DEFINITIONS)

It is proposed to amend regulation 1.00.1 of the Regulations by the insertion of the following definitions:

(a) "'**sailplane**' means a fixed wing aerodyne, heavier-than-air aircraft, with 2 or more different and independent control surfaces, supported in flight by the dynamic reaction of the air against its fixed lifting surfaces supporting free flight and soaring, not fitted with a propulsion plant and dependent on an external power source for launch;

(b) '**auxiliary powered ailplane**' means a fixed wing aerodyne, with a maximum all-up mass not exceeding 850kg, with 2 or more deferent control and independent surfaces, that is mainly supported in flight by the dynamic reaction of the air against its fixed lifting surfaces in free flight and soaring as apposed to an operative engine, with the power plant fitted as a retractable unit, with retractable propeller, mainly used for the purpose of launch and limited sustained flight;

(c) '**touring sailplane**' means a fixed wing aerodyne, with a maximum all-up mass not exceeding 850kg, with 2 or more deferent and independent control surfaces, that is mainly supported in free flight by an operative engine and the dynamic reaction of the air against its fixed lifting surfaces in soaring, with a non-retractable engine unit, and non-retractable or feather propeller, having sailplane characteristics when the engine is inoperative;

(d) '**passenger rating**' means a rating issued to the pilot of a sailplane, auxiliary powered sailplane and touring sailplane for the purpose of carrying passengers;

(e) '**touring sailplane aero tug rating**' means a rating issued to the pilot of a touring sailplane to tug sailplanes and auxiliary powered sailplanes;

(f) '**sailplane aero tow rating**' means a rating issued to the pilot of a sailplane or auxiliary powered sailplane for purposes of being tugged by an aircraft;

(g) '**self launch rating**' means a rating issued to the pilot of an auxiliary powered sailplane for purposes of self launching;

(h) '**motorcar tow launch rating**' means a rating issued to the pilot of a sailplane or auxiliary powered sailplane for purposes of being launched by a ground vehicle;

(i) **'winch launch rating'** means a rating issued to the pilot of a sailplane or auxiliary powered sailplane for purposes of being launched by a ground based winch;

(j) **'catapult launch rating'** means a rating issued to the pilot of a sailplane or auxiliary powered sailplane for purposes of being launched by a ground based propulsion mechanism;

(l) **'propulsion launch rating'** means a rating issued to the pilot of a sailplane for purposes of being launched, with limited sustained trust with either rocket or jet propulsion;

(m) **'aerodyne'** means a heavier-than-air aircraft which derives lift from motion;

(n) **'aerostat'** means a heavier-than-air aircraft which derives lift from buoyancy."

2.2 MOTIVATION

To provide for terms used in Part 62 of the Regulations

(a) – (c) The terminology traditionally and commonly used to describe and define the type of "soaring" aircraft and activities, leads to incorrect interpretation, fundamentally flawed arguments and extrapolations regarding differentiations (classes, type ratings, etc).

(d) – (k) No current definitions

(l) – (m) Aerodyne derives lift from motion, (as opposed to an aerostat which uses buoyancy (such as a balloon) to fly). 2 main categories of Aerodynes – namely: (i) Fixed-wing aerodynes - are craft that owe lift to their wings. (The most common example is the aeroplane, but other aerodynes with folding and removable wings - such as hang gliders, gliders also are fixed-wing). (ii) Rotary wing aerodynes - such as Helicopters, Autogyros.

2.3 CURRENT REGULATION

(a) – (c) **"glider"** means a non-power-driven heavier-than-air aircraft other than a hang glider, deriving its lift in flight mainly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight, and for the purposes of these regulations, included powered gliders.

(d) – (k) Does not contain such definitions.

(l) – (m) Does not contain such definitions.

3.1 PROPOSAL TO AMEND REGULATION 24.01.1 OF PART 24 OF THE REGULATIONS (APPLICABILITY)

It is proposed to amend regulation 24.01.1 of Part 24 of the Regulations by the substitution in sub-regulation (2) for paragraph (a) of the following paragraph:

(2) (a) Aeroplanes including microlight, light sport aeroplanes, sailplanes and touring sailplanes:

3.2 MOTIVATION

To allow for sailplanes (including auxiliary powered sailplanes) and touring sailplanes.

3.3 CURRENT REGULATION

"(2) (a) Aeroplanes including microlight and light sport aeroplanes:"

4.1 PROPOSAL TO AMEND REGULATION 61.01.1 OF PART 61 OF THE REGULATIONS (APPLICABILITY)

It is proposed to amend regulation 61.01.1 of Part 61 of the Regulations by the addition of the following sub-regulations after sub-regulation (10):

"(11) The holder of a recreational pilot licence endorsed for the category sailplane (including auxiliary powered sailplane), shall be entitled to be credited with not more than 25 hours flight time acquired in a sailplane or auxiliary powered sailplane, towards the total flight time experience prescribed for the issuing of a private or higher grade pilot licence (aeroplane).

(12) The holder of a recreational pilot licence endorsed for the category touring sailplane shall be entitled to be credited with not more than 35 hours flight time acquired in a touring sailplane, towards the total flight time experience prescribed for the issuing of a private or higher grade pilot licence (aeroplane).".

4.2 MOTIVATION

To allow for the new category of Part 62 category: Sailplane (including auxiliary powered sailplane), category: Touring Sailplane.

4.3 CURRENT REGULATION

Does not exist

5.1 PROPOSAL TO AMEND REGULATION 62.01.5 OF PART 62 OF THE REGULATIONS (CATEGORY RATINGS)

It is proposed to amend regulation 62.01.5 of the Regulations by the insertion after paragraph (f) of following paragraphs:

"(g) sailplanes, including auxiliary powered sailplanes;
(h) touring sailplanes (with a maximum all-up mass of 850kg).".

5.2 MOTIVATION:

To correct terms and to provide for subpart 17 Sailplanes (including auxiliary powered sailplanes) and subpart 18 Touring sailplanes. (With add-on ratings – respectively subpart 18 and 19). European propensity, ICAO definition includes recognition of all-up mass of 850kg.

5.3 CURRENT REGULATIONS

No such provisions exist.

6.1 PROPOSAL TO AMEND REGULATION 62.01.6 OF PART 62 OF THE REGULATIONS (CLASS RATINGS)

It is proposed to amend regulation 62.01.6 of the Regulations by the insertion after paragraph (g) of the following paragraphs:

"(h) in the case of sailplanes –

(i) sailplane - single and multi seated;
(ii) auxiliary powered sailplane - single and multi seated;

(i) in the case of touring sailplanes –

(i) touring sailplanes - single and multi seated.".

6.2 MOTIVATION

To provide for sailplanes, auxiliary powered sailplanes, and touring sailplanes

6.3 CURRENT REGULATION

No such provisions exist.

8.3 CURRENT REGULATIONS

No such provisions exist.

7.1 PROPOSAL TO AMEND REGULATION 62.01.7 OF PART 62 OF THE REGULATIONS (TYPE RATINGS)

It is proposed to amend regulation 62.01.7 of the Regulations by the substitution in sub-regulation (2) for paragraph (g) of the following paragraph:

"(g) *Type 7,* a powered hang-glider fitted with a three-wheel undercarriage and steerable nose wheel. The wing must be a certified hang-gliding wing.".

7.2 MOTIVATION

No such type currently covered in the regulations and thus needs to be implemented. If it is a certified hang-gliding wing it differentiates it from microlights as it can be flown foot launched. The proposed amendment intends to align with the proposed amendment of SA-CATS-FCL 62 and SA-CAR 62.01.7

7.3 CURRENT REGULATION

None exists

8.1 PROPOSAL TO AMEND REGULATION 62.01.7 OF PART 62 OF THE REGULATIONS (CLASS RATINGS)

It is proposed to amend regulation 62.01.7 of the Regulations by the insertion after sub-regulation (5) of the following sub-regulations:

"(6) Type ratings for sailplanes (including auxiliary powered sailplanes), comprise a rating by name for each type of sailplane.

(7) Type ratings for touring sailplanes comprise a rating by name for each type of touring sailplanes.

8.2 MOTIVATION

No current provision exists for sailplanes, auxiliary powered sailplanes, or touring sailplanes.

9.1 PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE REGULATIONS (RATINGS FOR SPECIAL PURPOSES)

It is proposed to amend regulation 62.01.8 of the Regulations by the insertion in sub-regulation (1) after paragraph (f) of following paragraphs:

"(g) a passenger rating for sailplanes and touring sailplanes;
(h) an aero tug rating for touring sailplanes;
(i) an aero tow rating for sailplanes;
(j) a self launch rating for auxiliary powered sailplanes;
(k) a motorcar tow rating for sailplanes;
(l) a winch launch rating for sailplanes;
(m) a catapult launch rating for sailplanes;
(n) a propulsion launch rating for sailplanes;".

9.2 MOTIVATION

No current provision exists for sailplanes, auxiliary powered sailplanes, or touring sailplanes.

9.3 CURRENT REGULATIONS

No such provisions exist.

10.1 PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE REGULATIONS (RATINGS FOR SPECIAL PURPOSES)

It is proposed to amend regulation 62.01.8 of the Regulations by the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

"(c) in the case hang-gliders and paragliders –

(i) a recreational assistant flight instructor rating (hang-gliding / paragliding);
(ii) a Grade C recreational flight instructor rating (hang-gliding / paragliding);
(iii) a Grade B recreational flight instructor rating (hang-gliding / paragliding);and
(iv) a Grade A recreational flight instructor rating (hang-gliding/ paragliding).".

10.2 MOTIVATION

Flight experience instructors are used to train on aspects of flight specifically with the use of a tandem paraglider or hang-glider with unsuitably experienced and qualified instructor pilot. Regulation of this aspect has been currently developed and this new level of instructor needs o be implemented expediently. The grade A instructor will also become the highest level of instructor able to train new instructors. This is a new edition that will be primarily used and will align with proposed amendment of SA-CATS-FCL 62

10.3 CURRENT REGULATION

"(c) in the categories hang-gliders and paragliders –

(i) a recreational assistant flight instructor rating (hang-gliding / paragliding); and
(ii) a recreational flight instructor rating (hang-gliding / paragliding).

11.1 PROPOSAL TO AMEND REGULATION 62.01.8 OF PART 62 OF THE REGULATIONS (RATINGS FOR SPECIAL PURPOSES)

It is proposed to amend regulation 62.01.8 of the Regulations by –

(a) the insertion in sub-regulation (2) after paragraph (d) of the following paragraphs:

"(e) In the category sailplanes –

(i) a recreational air experience flight instructor rating (sailplane);
(ii) a recreational assistant flight instructor rating (sailplane);
(iii) a recreational flight instructor rating (sailplane); and

(f) In the category touring sailplanes –

(i) a recreational air experience flight instructor rating (touring sailplane);
(ii) a recreational assistant flight instructor rating (touring sailplane);
(iii) a recreational flight instructor rating (touring sailplane);

11.2 MOTIVATION

No current provision exists for sailplanes, auxiliary powered sailplanes, or touring sailplanes

11.3 CURRENT REGULATION

No such provisions exist.

12.1 PROPOSAL TO AMEND REGULATION 62.01.9 OF PART 62 OF THE REGULATIONS (COMPETENCY)

It is proposed to amend regulation 62.01.9 of the Regulations by the substitution for sub-regulation (2) of the following sub-regulation:

"(2)(a) The holder of a recreational pilot licence shall undergo a general proficiency check not later than 24 months since the issue of the licence or a previous proficiency check, as the case may be.

(b) In the case of hang-gliders and paragliders, the annual revalidation of the category rating shall be sufficient to confirm proficiency.

(c) In the case of sailplanes and touring sailplane, revalidation of a class or type rating shall be sufficient to confirm proficiency.

(d) The proficiency check, or the annual revalidation procedure, as the case may be, shall include a review of applicable regulations, NOTAMs and AICs.

(e) The provisions of sub-regulations (5) and (6) shall apply *mutatis mutandis* in respect of the annual revalidation procedure.

12.2 MOTIVATION

To clarify the proficiency check requirements and to include sailplanes, auxiliary powered sailplanes, or touring sailplanes.

12.3 CURRENT REGULATION

"(2) The holder of a recreational pilot licence shall undergo a general proficiency check not later than 24 months since the issue of the licence or a previous proficiency check, as the case may be. In the case of hang-gliders and paragliders, the annual revalidation of the category rating shall be sufficient to confirm proficiency. The proficiency check, or the annual revalidation procedure, as the case may be, shall include a review of applicable regulations, NOTAMs and AICs. The provisions of sub-regulations (5) and (6) shall apply *mutatis mutandis* in respect of the annual revalidation procedure."

13.1 PROPOSAL TO AMEND REGULATION 62.01.13 OF PART 62 OF THE (CREDITING OF FLIGHT TIME AND THEORETICAL KNOWLEDGE)

It is proposed to amend regulation 62.01.13 of the Regulations by the addition of the following sub-regulations after sub-regulation (12):

"(13) Notwithstanding the provisions of this regulation, the holder of a recreational pilot licence endorsed for the category sailplanes and including auxiliary powdered sailplanes, shall –

(a) be entitled to be credited with not more than 20 hours flight time acquired in a sailplanes and including auxiliary powdered sailplanes, 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.

(b) accredited acquired knowledge in all subjects except engines and airframes, towards the theoretical knowledge requirements prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.

(14) Notwithstanding the provisions of this regulation, the holder of a recreational pilot licence endorsed for the category touring sailplanes, shall –

(a) be entitled to be credited with not more than 30 hours flight time acquired in a touring sailplanes, towards the total flight time experience prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.

(b) accredited acquired knowledge in all subjects towards the theoretical knowledge requirements prescribed for the issuing of a recreational pilot licence endorsed for the category light sport aeroplane.

(15) Notwithstanding the provisions of this regulation, the holder of a recreational flight instructor rating endorsed for the category sailplanes and including auxiliary powdered sailplanes, shall –

(a) be entitled to be credited with not more than 100 hours flight time acquired in sailplanes including auxiliary powered sailplanes, as the case may be, towards the total flight time experience prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane.

(b) accredited acquired knowledge in all subjects except engines and airframes, towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane.

(16) Notwithstanding the provisions of this regulation, the holder of a recreational flight instructor rating endorsed for the category touring sailplanes, shall –

(a) be entitled to be credited with not more than 150 hours flight time acquired in a touring sailplane, towards the total flight time experience prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane.

(b) accredited acquired knowledge in all subjects, towards the theoretical knowledge requirements prescribed for the issuing of a recreational flight instructor rating endorsed for the category light sport aeroplane.".

13.2 MOTIVATION

To provide for subpart 17 Sailplanes (including auxiliary powered sailplanes) and subpart 18 Touring sailplanes. (With add-on ratings – respectively subpart 19 and 20).

13.3 CURRENT REGULATION

Not in existence.

14.1 PROPOSAL TO AMEND REGULATION 62.02.5 OF PART 62 OF THE REGULATIONS (APPLICATION FOR RECREATIONAL PILOT LEARNER'S CERTIFICATE)

It is proposed to amend regulation 62.02.5 of the Regulations by the addition after sub-regulation (2) of the following sub-regulations:

"(3) An applicant for the issuing of a recreational pilot learner's certificate in the category sailplane shall be made to the holder of a recreational flight instructor rating under whose supervision the training will take place, on the appropriate form, as prescribed in Document SA-CATS-FCL 62, accompanied by –

(a) a completed medical fitness certificate in which the applicant confirms that he or she is medically fit for the intended training; and
(b) the applicable fee as prescribed in Part 187.

(4) An applicant for the issuing of a recreational pilot learner's certificate in the category touring sailplane shall be made to the holder of a recreational flight instructor rating under whose supervision the training will take place, on the appropriate form, as prescribed in Document SA-CATS-FCL 62, accompanied by –

(a) a completed medical fitness certificate in which the applicant confirms that he or she is medically fit for the intended training; and
(b) the applicable fee as prescribed in Part 187.

14.2 MOTIVATION

To provide for subpart 17 Sailplanes (including auxiliary powered sailplanes) and subpart 18 Touring sailplanes. (With add-on ratings – respectively subpart 19 and 20).

14.3 CURRENT REGULATION

Not in existence.

15.1 PROPOSAL TO AMEND REGULATION 62.02.8 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS OF RECREATIONAL PILOT LEARNER'S LICENCE)

It is proposed to amend regulation 62.02.8 of the Regulations by the addition after sub-regulation (4) of the following sub-regulations:

"(5) In the case of the holder of a recreational pilot learner's certificate in the category hang-glider, powered hang-glider, paraglider or powered paraglider, the provisions of sub-regulation (2) shall be deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the latter's direct supervision in direct line of site in accordance with an approved training manual as documented in SA-CATS-62..

(6) In the case of the holder of a recreational pilot learner's certificate in the category sailplanes, the provisions of sub-regulation (2) shall be deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the latter's direct supervision in accordance with an approved training manual.

(7) In the case of the holder of a recreational pilot learner's certificate in the category touring sailplane, the provisions of sub-regulation (2) shall be deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the latter's direct supervision in accordance with an approved training manual.".

15.2 MOTIVATION

(5) The proposed amendment for category hang-glider, powered hang-glider, paraglider or powered paraglider, intends to provide additional regulation of line of sight in the additional requirements and conditions as prescribed in SA-CATS-FCL 62.

(6 – 7) To make provision for 17 Sailplanes (including auxiliary powered sailplanes) and subpart 18 Touring sailplanes. (With add-on ratings – respectively subpart 19 and 20). To ensure instructors correctly endorse the various phases of solo flight in the learner's logbook.

15.3 CURRENT REGULATIONS

Not in existence

16.1 PROPOSAL TO AMEND REGULATION 62.03.1 OF PART 62 OF THE REGULATIONS (REQUIREMENTS FOR RECREATIONAL PILOT LICENCE)

It is proposed to amend regulation 62.03.1 of the Regulations by the addition after sub-regulation (2) of the following sub-regulations:

"(3) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category sailplane shall be not less than 16 years of age.

(4) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category touring sailplane shall be not less than 16 years of age.".

16.2 MOTIVATION

To allow for the same minimum age in similar categories such as paraglider, hang glider, powered paraglider and powered paratrike.

16.3 CURRENT REGULATION

Not in existence

17.1 PROPOSAL TO AMEND REGULATION 62.04.4 OF PART 62 OF THE REGULATIONS (THEORETICAL KNOWLEDGE EXAMINATION)

It is proposed to amend regulation 62.04.4 of the Regulations by the substitution for sub-regulations (3) and (4) of the following sub-regulations:

"(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, gyroplanes, sailplanes (including auxiliary powered sailplanes) and touring sailplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.

(4) Notwithstanding the provisions of sub-regulation (2), conventional "principles of flight" have to be written by both weight-shift controlled microlight pilots and gyroplane pilots, with sailplanes (including auxiliary powered sailplanes) pilots the subject engines and airframes.

17.2 MOTIVATION

Additional training requirements detailed

17.3 CURRENT REGULATION

(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), conventional "principles of flight" have to be written by both weight-shift controlled microlight pilots and gyroplane pilots.

18.1 PROPOSAL TO AMEND REGULATION 62.07.1 OF PART 62 OF THE REGULATIONS (GENERAL)

It is proposed to amend regulation 62.07.1 of the Regulations by the substitution for sub-regulation (1) of the following sub-regulation:

"(1) A hang-glider rating may be issued in five classes:

(a) Recreational Learners certificate;

(b) Novice;

(c) Class A;

(d) Class B;

(e) Class C, and

with the following add-on ratings:

(e) Tandem rating;".

18.2 MOTIVATION

This is an amendment that will align with proposed amendment of SA-CATS-FCL 62 and SA-CAR 62 (62.01.8 (2) c)

The aerotow rating is an endorsement documented in the pilots log book after following a syllabus and is covered in the SA-CATS-FCL 62. The current legislation does not adequately address the operations as the currently stand.

18.3 CURRENT REGULATION

(1) A hang-glider rating may be issued in four classes:

(a) Novice;

(b) Class A;

(c) Class B;

(d) Class C;

with the following add-on ratings:

(e) Tandem rating;

(f) Aero-tow rating.

19.1 PROPOSAL TO AMEND REGULATION 62.07.2 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.07.2 of the Regulations by the numbering of the current sub-regulation as sub-regulation (1) and the addition thereafter of the following sub-regulation:

(2)(a) An applicant for the issuing of any of the class ratings or add-on ratings, referred to in sub-regulation 62.07.1(1) in the category hang-glider shall have the experience as prescribed in Document SA-CATS-FCL 62.

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

(c) In the case with an applicant with a foreign license from a similar internationally recognised body for hang-gliding and paragliding, the testing officer may at his or her discretion reduce the prescribed flight time requirements and incompliance with regulation 62.01.16.".

19.2 MOTIVATION

The proposed amendment aims to allow foreign pilots whom have built up experience to allow this to count towards similar conversions to our licenses and to allow similar occurrences to operate with these foreign organizations that are the standard setting organizations in hang-gliding and paragliding. This will allow the alignment of the SA-CATS-FCL 62.

19.3 CURRENT REGULATION

62.07.2 An applicant for the issuing of any of the class ratings or add-on ratings, referred to in sub-regulation 62.07.1(1) in the category hang-glider shall have the experience as prescribed in Document SA-CATS-FCL 62. In the case of an applicant with extensive experience in weight-shift controlled microlight aeroplanes, the testing officer may at his or her discretion reduce the prescribed flight-time requirements.

20.1 PROPOSAL TO AMEND REGULATION 62.07.6 OF PART 62 OF THE REGULATIONS (APPLICATION FOR HANG GLIDER CLASS OR ADD-ON RATING)

It is proposed to amend regulation 62.07.6 by –

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

"(2) An applicant for the Class B hang-glider rating shall have experience as prescribed in SA-CATS-FCL 62.";

(b) the deletion of sub-regulations (3) and (4).

20.2 MOTIVATION

This is a technical standard and should be in the SA-CATS-FCL 62.

20.3 CURRENT REGULATION

(2) An applicant for the Class B hang-glider rating shall have been the holder of a Class A rating for at least three months.

(3) An applicant for the Class C hang-glider rating shall have been the holder of a Class B rating for at least six months.

(4) An applicant for the tandem rating shall be the holder of a valid Class C hang-glider rating.

21.1 PROPOSAL TO AMEND REGULATION 62.07.9 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS)

It is proposed to amend regulation 62.07.9 by the substitution for sub-regulation (1) of the following sub-regulation:

"(1) The holder of a hang-glider Novice class rating shall be permitted to act as pilot-in-command of a hang-glider under the supervision of an appropriately rated flight instructor or the holder of a valid hang-glider Class C rating – as per provision documented in SA-CATS-FCL 62.".

21.2 MOTIVATION

The proposed amendment is the removal of a technical standard that should be in SA-CATS-FCL 62.

21.3 CURRENT REGULATION

"(1) The holder of a hang-glider Novice class rating shall be permitted to act as pilot-in-command of a hang-glider under the supervision of an appropriately rated flight instructor or the holder of a valid hang-glider Class C rating –

(a) in smooth winds of 28 km/hr or less, or gusty winds of no more than 20 km/hr; and
(b) while launching on slopes of 2:1 to 7:1 where the wind is not more than 25° off being straight up the slope."

22.1 PROPOSAL TO AMEND REGULATION 62.08.1 OF PART 62 OF THE REGULATIONS (GENERAL)

It is proposed to amend regulation 62.08.1 of the Regulations of by the substitution for sub-regulation (1) of the following sub-regulation:

"(1) A paraglider rating may be issued in three classes:

(a) Recreational Learners certificate;
(b) Basic; and
(c) Sport.

with the following add-on rating:

(d) Tandem rating.

22.2 MOTIVATION

This is an amendment that will align with proposed amendment of SA-CATS-FCL 62.

22.3 CURRENT REGULATION

"(1) A paraglider rating may be issued in two classes:

(a) Basic; and
(b) Sport;

with the following add-on rating:

(c) Tandem rating.

23.1 PROPOSAL TO AMEND REGULATION 62.08.9 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS)

It is proposed to amend regulation 62.08.9 of the Regulations by the substitution in sub-regulation (2) for paragraph (c) of the following paragraph:

"(c) as prescribed in Document SA-CATS-FCL 62.".

23.2 MOTIVATION

This is a technical standard which should be in SA-CATS-FCL 62.

23.3 CURRENT REGULATION

"(c) for the first 80 flights, only basic- and intermediate-rated paragliders without trim-tabs or multiple-trim setting facilities."

24.1 PROPOSAL TO AMEND REGULATION 62.08.9 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS)

It is proposed to amend regulation 62.08.9) of the Regulations by the substitution for sub-regulation (4) of the following sub-regulation:

"(4) The holder of a paraglider tandem rating shall be permitted to –

(a) act as pilot-in-command of a paraglider while carrying as passenger as documented in SA-CATS-FCL 62; and thereafter
(b) to act as pilot-in-command of a paraglider while carrying a passenger.

24.2 MOTIVATION

This is an amendment that will align with proposed amendment of SA-CATS-FCL 62.

24.3 CURRENT REGULATION

"(4) The holder of a paraglider tandem rating shall be permitted to –

(a) for the first 20 flights to act as pilot-in-command of a paraglider while carrying as passenger the holder of a valid recreational pilot licence endorsed for the category paraglider; and thereafter
(b) to act as pilot-in-command of a paraglider while carrying a passenger.
(c) to act as an assistant to recreational flight instructor (paraglider).

25.1 PROPOSAL TO AMEND REGULATION 62.09.1 OF PART 62 OF THE REGULATIONS (GENERAL)

It is proposed to amend sub-regulation 62.09.1 of the Regulations by the addition after sub-regulation (4) of the following sub-regulations:

"(5) The applicant for the issue of a recreational flight instructor rating for sailplane or shall in addition to the requirements of sub-regulation (1) have a class rating, except for an air experience flight instructor and assistant flight instructor rating.

(6) The applicant for the issue of a recreational flight instructor rating for touring sailplane shall in addition to the requirements of sub-regulation (1) have a class rating, except for an air experience flight instructor and assistant flight instructor rating.".

25.2 MOTIVATION

To make provision for 17 Sailplanes (including auxiliary powered sailplanes) and subpart 18 Touring sailplanes. (With add-on ratings – respectively subpart 19 and 20).

25.3 CURRENT REGULATION

No regulation exists

26.1 PROPOSAL TO AMEND REGULATION 62.09.2 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend sub-regulation 62.09.2 of the Regulations by 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, a type rating for light sport aeroplanes or touring sailplanes –

(i) for a Grade C recreational flight instructor rating (microlight aeroplane): min 5 hours of practical flight instruction patter and 2 hours of lecture patter and not less than 200 hours of flight time of which at least 100 hours shall be on a microlight, light sport aeroplane or touring sailplane in the applicable category;

(ii) for a Grade B recreational flight instructor rating: at least six months experience as a Grade C microlight, light sport aeroplane, or touring sailplane 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, light sport aeroplane, or touring sailplane in the applicable category;

(iii) for a Grade A recreational flight instructor rating: at least three years experience as a Grade B microlight, light sport aeroplane, or touring sailplane 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, light sport aeroplane, or touring sailplane in the applicable category.".

26.2 MOTIVATION

To accommodate type ratings by name, Part 18 Touring Sailplanes and to further detail experience needed and to allow for Part Touring Sailplanes

26.3 CURRENT REGULATION

"(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): min 5 hours of practical flight instruction patter and 2 hours of lecture patter 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.".

27.1 PROPOSAL TO AMEND REGULATION 62.09.2 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.09.2 by –

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

"(b) *in the case of the holder of a category rating for hang-gliders* –

(i) for an assistant recreational flight instructor rating (hang-glider):

(aa) hold at least a Class B hang-glider rating;

(bb) have held a hang-glider rating, including a learner's certificate, for at least one year;

(ii) for an recreational flight instructor rating (hang-glider) Grade C, Grade B, and Grade A–shall comply with requirements as documented in SA-CATS-FCL 62:

(aa) conduct theoretical and technical syllabi and examinations for issuing of relevant category ratings as per SA CATS FCL 62;
(bb) conduct flight training and practical aspects required in hang-gliding as per SA-CATS-FCL 62.

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

"(c) in the case of the holder of a category rating for paragliders –
(i) for a recreational assistant flight instructor (paragliding) shall be the holder of a sports class rating;
(ii) for a recreational flight instructor (paragliding) Grade C, Grade B, and Grade A – shall comply with requirements as documented in SA-CATS-FCL 62:

(aa) conduct theoretical and technical syllabi and examinations for issuing of relevant category ratings as per SA-CATS-FCL 62;
(bb) conduct flight training and practical aspects required in paragliding as per SA-CATS-FCL 62.

27.2 MOTIVATION

This is an amendment that will align with proposed amendment of SA-CATS-FCL 62. Due to the new grade C instructor this has different technical requirements and if documented as it was there would be in congruency.

27.3 CURRENT REGULATION

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

(i) for an assistant recreational flight instructor rating (hang- glider):

(aa) hold at least a Class B hang-glider rating;
(bb) have held a hang-glider rating, including a learner's certificate, for at least one year;

(ii) for an recreational flight instructor rating (hang-glider) –

(aa) have held a Class C hang-glider rating for at least 12 months;
(bb) have logged at least 200 flights or 100 hours air time; and
(cc) have gained practical experience in flight instruction by either –

(aA) attending an official hang-glider instructor course; or
(aB) observing and assisting an appropriated rated recreational flight instructor (hang-glider) on training slopes for at least ten days.

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

(i) for a recreational assistant flight instructor (paragliding) have at least one year paragliding experience;
(ii) for a recreational flight instructor (paragliding) –

(aa) have paraglider flight experience for at least two years;
(bb) have been the holder of the Sport Class rating for at least twelve months;
(cc) have logged at least 300 flights and 100 hours flight time;
(dd) either have gained practical experience by observing and assisting at least three approved paraglider training schools on training slopes for at least 20 days; or
(ee) have attended an approved paraglider flight instructor course and observing and assisting an appropriately rated paraglider flight on training slopes for at least 10 days;

28.1 PROPOSAL TO AMEND REGULATION 62.09.2 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.09.2 of the Regulations by the addition after sub-regulation (d) of the following sub-regulations:

"(e) in the case of sailplanes or auxiliary powered sailplanes –

(i) for a recreational air experience flight instructor rating for sailplane or auxiliary powered sailplane:

(aa) holder of a recreational pilot licence for sailplanes or auxiliary powered sailplanes;
(bb) have no less than 50 hours flight time or 100 flights pilot in command;
(cc) with total experience gained in not less than 6 months;
(dd) obtain tandem (passenger) rating;

(ii) for an recreational assistant flight instructor rating for sailplane or auxiliary powered sailplane:

(aa) hold at least either the sailplane or auxiliary powered sailplane type rating, (with appropriate add-on rating in the other class of instruction);
(bb) hold an air experience instructors rating;
(cc) have not less than 100 flight hours and 200 flights pilot in command;

(dd) (of which 50 flight hours and 100 flights may be accredited in terms of the category for touring sailplanes, and 25 flight hours and 50 flights in terms of any other Part 62 category, or in terms of a pilot licence, issued in terms of Part 61);
(ee) with total experience gained in not less than 12 months;
(ff) approved instructors course;
(gg) 5 hours of instructor patter and skills test;

(iii) for a recreational flight instructor rating for sailplane or auxiliary powered sailplane:

(aa) hold at least either the sailplane or auxiliary powered sailplane class rating, (with appropriate add-on rating in the other class of instruction);
(bb) hold an assistant instructors brevet;
(cc) *not less than 100 flight hours or 200 flights as an assistant* instructor;
(dd) (of which 50 flight hours and 100 flights may be accredited in terms of the category touring sailplanes as an assistant flight instructor and 25 flight hours and 50 flights in terms of any other Part 62 category as an recreational instructor, or in terms of a Part 61 instructor);
(ee) not less than a total of 200 hours or 400 flights pilot in command;
(ff) (of which 50 flight hours and 100 flights may be accredited in terms of the category touring sailplanes and 50 flight hours and 100 flights in terms of any other Part 62 category or Part 61 pilot licence);
(gg) skills test;

(iv) for a recreational chief flight instructor appointment for sailplane or auxiliary powered sailplane:

(aa) hold at least one of the sailplane or auxiliary powered sailplane class ratings, (with appropriate add-on rating in the other class);
(bb) hold a recreational flight instructors brevet;

(f) in the case of touring sailplanes -

(i) for a recreational air experience flight instructor rating for touring sailplane:

(aa) hold a recreational pilots licence for touring sailplanes;
(bb) have no less than or 50 hours flight time or 100 flights pilot in command;
(cc) with experience gained in not less than 6 months
(dd) obtain tandem (passenger) rating.

(ii) for a recreational assistant flight instructor rating for touring sailplane:

(aa) hold a touring sailplane type rating, with appropriate add-on ratings;
(bb) hold a recreational air experience flight instructor rating;
(cc) not less than 100 flight hours and 200 flights pilot in command;
(dd) (of which 25 flight hours and 50 flights may be accredited as a recreational instructor in terms of the category for sailplanes, and 25 flight hours and 50 flights in any other Part 62 category or in terms of a pilot licence, issued in terms of Part 61);
(ee) with the total experience gained in not less than 12 months;
(ff) approved instructors course;
(gg) 5 hours of instructor patter and skills test;

(ii) for a recreational flight instructor rating for touring sailplane:

(aa) hold a touring sailplane class ratings, with appropriate add-on ratings;
(bb) hold an assistant instructors brevet
(cc) not less than 100 flight hours or 200 flights as an assistant instructor;
(dd) (of which 25 flight hours and 50 flights may be accredited as an assistant instructor in terms of the category for sailplanes, and 25 flight hours and 50 flights as an instructor in any other Part 62 category or in terms of a pilot instructors rating issued in terms of Part 61);
(ee) not less than a total of 200 hours or 400 flights pilot in command;
(ff) (of which 50 flight hours and 100 flights may be accredited in terms of the category for sailplanes, and 50 flight hours and 100 flights in terms of any other Part 62 category or in terms of a pilot licence, issued in terms of Part 61);
(gg) skills test;

(iv) for a recreational chief flight instructor appointment for touring sailplane:

(aa) hold a touring sailplane class ratings, with appropriate add-on ratings;
(bb) hold a recreational flight instructors brevet.

28.2 MOTIVATION

To accommodate Part 17 Sailplanes (including Auxiliary Powered Sailplanes) and to further detail instructors experience needed.
To accommodate Part 18 Touring Sailplanes and to further detail instructors experience needed.

28.3 CURRENT REGULATION

No such provisions exist.

29.1 PROPOSAL TO AMEND REGULATION 62.09.5 OF PART 62 OF THE REGULATIONS (SKILL TEST)

It is proposed to amend sub-regulation 62.09.5 of the Regulations by the addition in sub-regulation (2) after paragraph (h) of the following paragraph:

"(i) in the case of all recreational flight instructor ratings (sailplanes or auxiliary powered sailplanes):

(i) a recreational air experience flight instructor (sailplanes or auxiliary powered sailplanes):

(aa) holders of a recreational air experience instructors rating (sailplanes or auxiliary powered sailplanes);

(bb) no brevet is issued, logbook endorsement only – it is a training organization dependent appointment.

(ii) a recreational assistant flight instructor (sailplane or auxiliary powered sailplanes):

(aa) holders of a recreational assistant instructors rating and brevet (sailplane or auxiliary powered sailplanes);

(bb) brevet is issued, logbook endorsement;

(iii) a recreational flight instructor (sailplane or auxiliary powered sailplanes):

(aa) holders of a recreational flight instructor rating and brevet, (sailplane or auxiliary powered sailplanes);

(bb) brevet is issued, logbook endorsement.

(iv) a recreational chief flight instructor:

(aa) holders of a recreational flight instructor rating and brevet, (sailplane or auxiliary powered sailplanes);

(bb) a person approved for the purpose by the Commissioner or, if applicable, the training organisation designated for the purpose in terms of Part 149 of the CAR of 1997, as the case may be;

(cc) no specific brevet or endorsement is issued – it is a training organization dependent appointment.

29.2 MOTIVATION

No regulations in existence

29.3 CURRENT REGULATION

No such provisions exist.

30.1 PROPOSAL TO AMEND REGULATION 62.09.5 OF PART 62 OF THE REGULATIONS (SKILL TEST)

It is proposed to amend sub-regulation 62.09.5 of the Regulations by the addition in sub-regulation (2) after paragraph (i) of the following paragraph:

"(j) in the case of all recreational flight instructor ratings (touring sailplanes):

(i) a recreational air experience flight instructor (touring sailplanes):
(aa) holders of a recreational air experience instructors rating (touring sailplanes);
(bb) no brevet is issued, logbook endorsement only – it is a training organization dependent appointment.

(iii) a recreational assistant flight instructor (touring sailplanes):
(aa) holders of a recreational assistant instructors rating and brevet (touring sailplanes);
(bb) brevet is issued, logbook endorsement

(iii) a recreational flight instructor (touring sailplanes)
(aa) holders of a recreational flight instructor rating and brevet, (touring sailplanes);
(bb) brevet is issued, logbook endorsement

(iv) a recreational chief flight instructor:
(aa) holders of a recreational flight instructor rating and brevet, (touring sailplanes);
(bb) a person approved for the purpose by the Commissioner or, if applicable, the training organisation designated for the purpose in terms of Part 149 of the CAR of 1997, as the case may be;
(cc) no specific brevet or endorsement is issued – it is a training organization dependent appointment.

30.2 MOTIVATION

No regulations in existence

30.3 CURRENT REGULATION

No such provisions exist.

31.1 PROPOSAL TO AMEND REGULATION 62.09.8 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS)

It is proposed to amend regulation 62.09.8 of the Regulations by the substitution in paragraph (i) for sub-paragraph (iii) of the following sub-paragraph:

"(iii) supervise flights by the holders of a Basic Class rating;".

31.2 MOTIVATION

Incorrect rating given for the assistant instructor to supervise – should be the basic license holders. This amendment will align with SA-CATS-FCL 62.

31.3 CURRENT REGULATION

"(iii) supervise flights by the holders of a Sport Class rating;"

32.1 PROPOSAL TO AMEND REGULATION 62.09.8 OF PART 62 OF THE REGULATIONS (PRIVILEGES AND LIMITATIONS)

It is proposed to amend sub-regulation 62.09.8 of the Regulations by the addition after paragraph (k) of the following paragraphs:

"(l) in the case of a recreational air experience flight instructor (sailplane or auxiliary powered sailplane):

(i) assist with ab initio training conducted by an approved sailplane training organisation, such as ground-handling exercises, daily-and pre-flight inspection training, duty officer training, winch driver training, etc;
(ii) provide official introductory flights;
(iii) conduct and supervise basic upper-air flight training exercises with post solo holders of recreational pilots learners certificate, under the supervision of a recreational flight instructor; and
(iv) status is not automatically transferable from one training organisation to the next, and requires a logbook endorsement at each organisation;

(m) in the case of a recreational assistant flight instructor (sailplane or auxiliary powered sailplane):

(i) exercise all the privileges of a recreational air experience flight instructor (sailplane or auxiliary powered sailplane);
(ii) assist in presenting theoretical lectures;
(iii) mark exams and sign application forms;
(iv) conduct and supervise basic and medium advanced upper-air flight training, including launch and landings;

(v) conduct theoretical and technical examinations, perform a skill test, and perform type rating training, issue additional type ratings;
(vi) supervise and authorize follow-on solo flights for the holders of recreational learners certificates, within gliding distance of the airfield, or outside with specific permission from a recreational flight instructor.

(n) in the case of a recreational a flight instructor (sailplane or auxiliary powered sailplane):

(i) exercise all the privileges of a recreational assistant flight instructor (sailplane or auxiliary powered sailplane);
(ii) including all stages of flight training, and authorizing first solo flights of holders of recreational learners certificates;
(iii) all levels of theoretical training;
(iv) conduct theoretical and technical examinations, a skill test, and issue a class rating; and
(v) may take full authority at the training organization in the absence of an appointed chief flight instructor.

(o) in the case of a recreational chief flight instructor (sailplane or auxiliary powered sailplane):

(i) exercise all the privileges of a recreational flight instructor (sailplane or auxiliary powered sailplane);
(ii) may conduct disciplinary enquiries on conduct in respect of any misdemeanour brought about by any sailplane or auxiliary powered sailplane recreational learner pilot, pilot or flight instructor;
(iii) may undertake the duties of, and act as a designated examiner, to conduct flight tests, instructor patter, theoretical training and skills test for the issue of a rating in the case of all recreational flight instructors ratings for sailplanes or auxiliary powered sailplane;
(iv) status is not automatically transferable from one training organisation to the next, and requires an official appointment at the training organization.

(p) in the case of a recreational air experience flight instructor (touring sailplane):

(i) assist with ab initio training conducted by an approved sailplane training organisation, such as ground-handling exercises, daily-and pre-flight inspection training, duty officer training, etc;
(ii) provide official introductory flights;
(iii) conduct and supervise basic upper-air flight training exercises with post solo holders of recreational pilots learners certificate, under the supervision of a recreational flight instructor;
(iv) status is not automatically transferable from one training organisation to the next, and requires a logbook endorsement at each organisation.

(q) in the case of a recreational assistant flight instructor (touring sailplane):

(i) exercise all the privileges of a recreational air experience flight instructor touring sailplane);
(ii) assist in presenting theoretical lectures;
(iii) mark exams and sign application forms;
(iv) conduct and supervise basic and medium advanced upper-air flight training, including launch and landings;
(v) conduct theoretical and technical examinations, perform a skill test, perform type rating training and issue additional type ratings;
(vi) supervise and authorize follow-on solo flights for the holders of recreational learners certificates, within gliding distance of the airfield, or outside with specific permission from a recreational flight instructor.

(r) in the case of a recreational a flight instructor (touring sailplane):

(i) exercise all the privileges of a recreational assistant flight instructor (touring sailplane);
(ii) including all stages of flight training, and authorizing first solo flights of holders of recreational learners certificates;
(iii) all levels of theoretical training;
(iv) conduct theoretical and technical examinations, a skill test, and issue a class rating; and
(v) may take full authority at the training organization in the absence of an appointed chief flight instructor.

(s) in the case of a recreational chief flight instructor (touring sailplane):

(i) exercise all the privileges of a recreational flight instructor (touring sailplane);
(ii) may conduct disciplinary enquiries on conduct in respect of any misdemeanour brought about by any sailplane or auxiliary powered sailplane recreational learner pilot, pilot or flight instructor;
(iii) may undertake the duties of, and act as a designated examiner to conduct flight tests, instructor patter, theoretical training and skills test for the issue of a rating in the case of all recreational flight instructors ratings for sailplanes or auxiliary powered sailplane;
(iv) status is not automatically transferable from one training organisation to the next, and requires an official appointment at the training organization.

32.2 MOTIVATION

No regulations in existence

32.3 CURRENT REGULATION

No such provisions exist.

33.1 PROPOSAL TO AMEND REGULATION 62.09.10 OF PART 62 OF THE REGULATIONS (RENEWAL)

It is proposed to amend regulation 62.09.10 of the Regulations by the addition after paragraph (e) of the following paragraphs:

"(f) in the case of all recreational flight instructor ratings (sailplane or auxiliary powered sailplane) the holder shall –

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

(ii) have logged within 12 months immediately preceding the date of expiry, a minimum of 5 flight hours and a total 10 flights pilot in command; and

(iii) either –

(aa) have provided 15 hours flight time instruction in the three years preceding the expiry date, of which 5 hours of flight time should be within 12 months immediately preceding the date of expiry of such rating; or

(bb) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.5,

(g) in the case of all recreational flight instructor ratings (touring sailplane) the holder shall –

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

(ii) have logged within 12 months immediately preceding the date of expiry, a minimum of 5 flight hours and a total 10 flights pilot in command; and

(iii) either –

(aa) have provided 15 hours flight time instruction in the three years preceding the expiry date, of which 5 hours of flight time should be within 12 months immediately preceding the date of expiry of such rating; or

(cc) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.5.".

33.2 MOTIVATION

No regulations in existence

33.3 CURRENT REGULATION

No such provisions exist.

34.1 PROPOSAL TO AMEND REGULATION 62.13.2 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.13.2 of the Regulations by the substitution for the said regulation of the following regulation:

"Experience

62.13.2 An applicant for the issuing of a hang-glider aero-tow endorsement shall have satisfactorily completed the requirements as prescribed in document SA-CATS-FCL 62.".

34.2 MOTIVATION

This is a technical requirement and should be documented in SA-CATS-FCL 62.

34.3 CURRENT REGULATION

"Experience

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

35.1 PROPOSAL TO AMEND REGULATION 62.13.8 OF PART 62 OF THE REGULATIONS (MAINTENANCE OF COMPETENCY)

It is proposed to amend regulation 62.13.8 of the Regulations by the substitution for the said regulation of the following regulation:

"Maintenance of competency

62.13.8 The holder of a hang-glider aero-tow endorsement shall not exercise the privileges thereof unless they have complied with requirements as prescribed in document SA CATS FCL 62.".

35.2 MOTIVATION

This is a requirement that needs to be aligned with current practice.

35.3 CURRENT REGULATION

"Maintenance of competency

62.13.8 The holder of a hang-glider aero-tow rating shall not exercise the privileges thereof unless –

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

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

36.1 PROPOSAL TO AMEND REGULATION 62.14.3 OF PART 62 OF THE REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.14.3 of Part 62 of the Regulations by the addition after paragraph (b) of the following paragraph:

"(c) in the case of the category sailplanes –

(i) in the sailplane or auxiliary powered sailplane class,

(aa) have 200 hours of flight time in combination of a sailplane and or auxiliary powered sailplane of which not less than 150 hours shall be as pilot-in-command; and a sailplane or auxiliary powered sailplane class rating; or

(bb) have 50 hours as pilot-in-command in terms of part 61 on an aeroplane with a maximum certificated mass of 5 700 kg or less and 150 hours as pilot-in-command in a combination of sailplane and or auxiliary powered sailplane.

(d) in the case of the category touring sailplane –

(i) have 200 hours flight time as pilot of a touring sailplane of which not less than 150 hours shall be as pilot-in-command, with a class rating; or

(ii) have 150 hours as pilot-in-command in terms of part 61 on an aeroplane with a maximum certificated mass of 5 700 kg or less and 50 hours as pilot-in-command of touring sailplane aircraft.

(e) in the case of a category PG, PPG, HG, or PHG have a minimum of 300 flights and 200 hours of flight time and hold a valid Grade A, B or C instructor license and valid tandem rating.

36.2 MOTIVATION

With reference to the added paragraphs (c) and (d), no regulations existed.

With regard to paragraph (e): This part 96 authorisation needs to be developed for paragliding and hang-gliding pilots whom wish to operate within part 96 as is the case with other aviation classes. It needs a minimum base level and this should be an effective base.

36.3 CURRENT REGULATION

No such provisions exist.

36.1 PROPOSAL TO AMEND REGULATION 62.14.10 OF PART 62 OF THE REGULATIONS (PRIVILEGES OF PART 96 AUTHORISATION)

It is proposed to amend regulation 62.14.10 of Part 62 of the Regulations by 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 or sailplane (including power assisted sailplanes) or touring sailplane for which he or she holds a valid category rating, class rating, or type rating.".

36.2 MOTIVATION

To allow for Part 17 Sailplanes (including power assisted sailplanes) and Part 18 Touring sailplanes.

36.3 CURRENT REGULATION

"(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."

37.1 PROPOSAL TO AMEND REGULATION 62.15.2 OF PART 62 OF THE REGULATIONS (CATEGORIES OF DESIGNATED FLIGHT EXAMINERS)

It is proposed to amend regulation 62.15.2 of Part 62 of the Regulations by the addition in sub-regulation (1) after paragraph (d) of the paragraph:

"(e) Sailplane Examiner;
(f) Touring Sailplane Examiner.".

37.2 MOTIVATION

No such regulation exists
To allow for Part 17 Sailplanes (including power assisted sailplanes) and Part 18 Touring sailplanes.

37.3 CURRENT REGULATION

No such provisions exist.

38.1 PROPOSAL TO AMEND REGULATION 62.16.2 OF PART 62 OF THE CIVIL AVIATION REGULATIONS (EXPERIENCE)

It is proposed to amend regulation 62.16.2 of Part 62 of the Regulations by the substitution for sub-regulation (3) with the following sub-regulation:

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilot licence with a category rating for gyroplanes, microlight aeroplanes, sailplanes and touring sailplanes, the cross-country requirements referred to in 62.16.2 (1) (a) may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.16.5.".

38.2 MOTIVATION

To allow for Part 17 Sailplanes (including power assisted sailplanes) and Part 18 Touring sailplanes.

38.3 CURRENT REGULATION

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilot licence with a category rating for gyroplanes and microlight aeroplanes the cross-country requirements referred to in 62.16.2 (1) (a) may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.16.5.

39.1 PROPOSAL TO AMEND REGULATION 62.16.4 OF PART 62 OF THE REGULATIONS (THEORETICAL KNOWLEDGE EXAMINATION)

It is proposed to amend regulation 62.16.4 of Part 62 of the Regulations by the substitution for sub-regulation (3) of the following sub-regulation:

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilots licence endorsed for the category microlight aeroplanes, gyrocopters, sailplanes and touring sailplanes the applicant may be given credit for any theory at the discretion of the testing instructor excepting "principles of flight" and "air law" exams must be written and in addition "engines and airframes" for sailplane pilots.".

39.2 MOTIVATION

To allow for Part 17 Sailplanes (including power assisted sailplanes) and Part 18 Touring sailplanes.

39.3 CURRENT REGULATION

(3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant being the holder of a recreational pilots licence endorsed for the category microlight aeroplanes and gyrocopters the applicant may be given credit for any theory at the discretion of the testing instructor excepting "principles of flight" and "air law" exams must be written, in addition "engines and airframes" for sailplane pilots.

40.1 PROPOSAL TO AMEND REGULATION 62.16.6 OF PART 62 OF THE REGULATIONS (CREDITING OF FLIGHT TIME)

It is proposed to amend regulation 62.16.6 of Part 62 of the Regulations with the following paragraph:

"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 sailplane and touring sailplane, 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.".

40.2 MOTIVATION

To allow for Part 17 Sailplanes (including power assisted sailplanes) and Part 18 Touring sailplanes.

40.3 CURRENT REGULATION

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 sailplane and touring sailplane, 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.

41.1 PROPOSAL TO INSERT SUBPART 17 INTO THE REGULATIONS (REQUIREMENTS FOR THE ISSUE OF A CLASS OR TYPE RATING FOR SAILPLANES AND AUXILIARY POWERED SAILPLANES)

It is proposed to insert the following Subpart 17 after Subpart 16 into the Regulations:

SUBPART 17: REQUIREMENTS FOR ISSUE OF A CLASS OR TYPE RATING FOR SAILPLANES AND AUXILIARY POWERED SAILPLANES

General

62.17.1 (1) Sailplane ratings may be issued in two classes –

(a) sailplanes, (singe and multi seat);
(b) auxiliary powered (self launch) sailplanes, (singe and multi seat).

(2) For an applicant, or the holder of, a recreational pilot licence to be issued with a type rating by name for a sailplane or auxiliary power sailplane, he or she shall –

(a) hold a valid restricted or general radiotelephony operator's certificate;
(b) have acquired the experience referred to in regulation 62.17.2;
(c) have successfully completed the training referred to in regulation 62.17.3;
(d) have passed the theoretical knowledge examination referred to in regulation 62.17.4; and
(e) have successfully passed the skill test referred to in regulation 62.17.5.

(3) The applicant for the type by name rating shall meet the requirements for the class sailplane or class auxiliary powered sailplane as prescribed in regulation 62.17.2.

(4) The applicant for a class rating in the category sailplanes shall meet the requirements for the class sailplane or class auxiliary powered sailplane as prescribed in regulation 62.17.2.

Experience

62.17.2 (1) An applicant for the issuing of any of the class ratings or type ratings, referred to in sub-regulation 62.16.1 (1), in the category sailplane shall have the experience as prescribed in Document SA-CATS-FCL 62.

(2) An applicant for the issuing of a first type rating for sailplane shall have completed not less than:

(a) Minimum total of 40 flights, including 20 solo flights, in the sailplane class;
(b) a minimum of 6 hours of solo flight; with
(c) 1 flight of minimum 30 minutes flight time, with –
    (i) the launch not exceeding 3000 vt AGL of the intended landing site,

(ii) an ascend of at least 2 times the launch height; and
(d) at least 1 ad-on launch rating for sailplanes.

(3) An applicant for the issuing of a first type rating for an auxiliary powered sailplane shall have completed not less than:

(a) Minimum total of 40 flights including 20 solo flights , of which at least half the flights has to be on the auxiliary powered sailplane class;
(b) a minimum of 6 hours of solo flight; with
(c) 1 flight of minimum 30 minutes flight time continuous engine off, with –
(i) shutdown not exceeding 3000 vt AGL of the intended landing site;
(ii) an ascend of at least 2 times the launch (engine off) height; and
(d) at least the auxiliary power (self launch) ad-on rating.

(4) An applicant for the issuing of additional type ratings, in the category sailplanes or auxiliary powered sailplanes shall have completed not less than:

(a) In the case of a sailplane type rating –
(i) Minimum total of 1 flight, including 1 solo flight; with
(ii) 1 flight of minimum 30 minutes flight time; with
(iii) at least 1 ad-on launch rating for sailplanes;

(b) In the case of an auxiliary power sailplane type rating –

(i) Minimum total of 1 flight, including 1 solo flight; with
(ii) 1 flight of minimum 30 minutes flight time; with
(iii) at least the auxiliary power (self launch) ad-on rating.

(5) Notwithstanding the provisions of sub-regulation (1) (2), to obtain a first type rating for a sailplane or auxiliary power sailplane, may credit dual instruction flights on a touring sailplane accumulated as a licence holder in terms of part 62 in the category touring sailplanes, towards the minimum total flights required.

(6) Notwithstanding the provisions of sub-regulation (1) (2) and (3), to obtain a type rating for an sailplane or auxiliary power sailplane, in the case of an applicant with reasonable experience on a type in the other class, they will have to complete not less than:

(a) In the case of a sailplane type rating –
(i) Minimum total of 1 flight, including 1 solo flight; with
(ii) 1 flight of minimum 30 minutes flight time, with
(iii) at least 1 ad-on launch rating for sailplanes;

(b) In the case of an auxiliary power sailplane type rating -
(i) Minimum total of 1 flight, including 1 solo flight; with
(ii) 1 flight of minimum 30 minutes flight time; with
(iii) the auxiliary power (self launch) rating for sailplanes;

(7) Notwithstanding the provisions of sub-regulations (1), (2) and (3), in the case of an applicant with extensive experience as the holder of a recreational pilot licence, or pilot licence issued in terms of Part 61, the requirements may be relaxed, for a sailplane or auxiliary power first type rating, to the minimum requirements according to sub-regulation (4) at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.17.5.

(8) An applicant for the issuing of additional type ratings by name, as the holder of valid class rating shall have completed not less than 1 solo flight.

(9) An applicant for the issuing of a class rating for sailplanes or auxiliary power sailplanes shall have completed not less than 200 hours flight time as a pilot in command of a sailplane or auxiliary power sailplane, and hold at least five type ratings by name for respectively the class sailplanes or auxiliary power sailplanes.

Training

62.17.3 (1) An applicant for the issuing of any of the class ratings or type ratings referred to in regulation 62.17.1 (1) in the category sailplane or auxiliary power sailplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.

(2) In the case of type ratings with extensive experience in that class, the testing officer may at his or her discretion reduce the prescribed flight-time requirements.

Theoretical knowledge examination

62.17.4 (1) An applicant for the issuing of any of the class ratings or type ratings, referred to in regulation 62.17.1 (1), in the category sailplane shall have passed the appropriate theoretical knowledge examination as prescribed in Document SA CATS-FCL.

(2) An applicant for the issuing of a type rating by name for sailplanes shall have passed the appropriate technical 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, gyroplanes, touring sailplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.

(4) Notwithstanding the provisions of sub-regulation (2), conventional "principles of flight" have to be written by both weight-shift controlled microlight pilots and gyroplane pilots.

Skill test

62.17.5 (1) An applicant for the issuing of a type rating by name for sailplane or auxiliary power sailplane shall have demonstrated to the holder of a sailplane or auxiliary power sailplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a sailplane or auxiliary power sailplane, 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 skill test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.04.4 and within the 60 days immediately preceding the date of application.

(3) An applicant for the issue of an additional type rating by name for sailplanes or auxiliary power sailplanes shall –

(a) undergo a skills test with an 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 aircraft;

(c) pass the technical exams as prescribed in Document SA-CATS-FCL 62.

Application

62.17.6 (1) An application for the issuing of a class rating and type rating by name for sailplanes or auxiliary power sailplanes 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 licence reference number or a valid application for the issue of such licence;

(ii) certified proof that the requirements prescribed in regulation 62.17.1 have been complied with; and

(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 of class rating or type rating

62.17.7 (1) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a class rating or type rating by name for sailplane or auxiliary power sailplane if the applicant complies with the requirements referred to in regulation 62.17.6.

(2) A class rating or type rating by name for sailplane and auxiliary power sailplane shall be issued in the format prescribed in Document SA-CATS-FCL 62.

Period of validity

62.17.8 A class rating or type rating by name for sailplanes or auxiliary power sailplanes shall be valid for an indefinite period, as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the class rating or type rating shall not be exercised by the holder thereof unless he or she complies with the provisions for competency of regulation 62.17.10.

Privileges and limitations of class rating or type rating by name for sailplane or auxiliary power

62.17.9 (1) The holder of a class rating or type rating by name for sailplane or auxiliary power sailplane shall be entitled to act as pilot-in-command of the sailplane or auxiliary power sailplane for which he or she is rated by name, or of any sailplane or auxiliary power sailplane for which he or she holds the appropriate class or type rating, 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 class rating for sailplane or auxiliary power sailplane shall familiarise himself or herself with any type of sailplane or auxiliary power sailplane that he or she has not flown previously, before undertaking a flight in such aircraft; and
(b) the holder of a class rating or type rating by name for sailplane or auxiliary power sailplane 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.

(3) Notwithstanding the provisions of sub-regulation (2) (a), the organisation approved for the purpose in terms of Part 149 may set minimum experience requirements for specific types and models of sailplanes and auxiliary power sailplanes, to be published as an addendum in that organisation's approved operations manual.

Maintenance of competency

62.17.10 (1) The holder of a class rating, type rating by name for sailplane or touring sailplane may not act as pilot-in-command of a sailplane or auxiliary power sailplane unless he or she –

(a) has acted as pilot-in-command of a sailplane or auxiliary power sailplane aeroplane for a minimum of:

(i) 5 hours flight time or 10 flights in the previous 12 months; and
(ii) with currency on the appropriate add-on launch rating; or immediately preceding the intended flight, and

such flights may include check flights, or flights undertaken by the pilot whilst receiving training appropriate to the type by name or for sailplane or auxiliary power sailplane; and

(b) has passed a practical flight test with an appropriately rated flight instructor immediately preceding the intended flight, according to the currency schedule referred to in regulation 62.17.10 (1) (a), not exceeding 3 months.

(c) has, within the 90 days preceding the flight, notwithstanding the provisions of regulation 62.17.10 (a), if transporting a passenger, in the class on which such passenger is to be transported, executed not less than three flights in a sailplane or auxiliary power sailplane.

41.2 MOTIVATION

To make provision for subpart 17 – category: Sailplanes (including auxiliary powered sailplanes), practically align official regulations for sailplanes with current basic MOP and club practices, general CAA and Recreational Aviation Industry propensity.

41.3 CURRENT REGULATION

No such provisions exist.

41.1 PROPOSAL TO INSERT SUBPART 18 INTO THE REGULATIONS (REQUIREMENTS FOR THE ISSUE OF A CLASS OR TYPE RATING FOR TOURING SAILPLANES)

47.1 It is proposed to insert the following Subpart 18 after Subpart 17 into the Regulations:

SUBPART 18: REQUIREMENTS FOR ISSUE OF A CLASS OR TYPE RATING FOR TOURING SAILPLANES

General

62.18.1 (1) Touring Sailplane ratings may be issued in one class –

(a) touring sailplanes, land, (singe and multi seat).

(2) For an applicant, or the holder of, a recreational pilot licence to be issued with a type rating by name for a sailplane or touring sailplane, he or she shall –

(a) hold a valid restricted or general radiotelephony operator's certificate;
(b) have acquired the experience referred to in regulation 62.18.2;
(c) have successfully completed the training referred to in regulation 62.18.3;
(d) have passed the theoretical knowledge examination referred to in regulation 62.18.4; and
(e) have successfully passed the skill test referred to in regulation 62.18.5.

(3) The applicant for the type by name rating shall meet the requirements for the class touring sailplane as prescribed in regulation 62.18.2.

(4) The applicant for a class rating in the category sailplanes shall meet the requirements for the class touring sailplane as prescribed in regulation 62.18.2

Experience

62.18.2 (1) An applicant for the issuing of any of the class ratings or type ratings, referred to in regulation 62.18.1 (1), in the category sailplane shall have the experience prescribed in Document SA-CATS-FCL 62.

(2) An applicant for the issuing of a first type rating for touring sailplane shall have completed not less than:

(a) Minimum total of 40 flights, including 20 solo flights in the category touring sailplane;
(b) a minimum of 6 hours of solo flight, with;
(c) 1 flight of minimum 30 minutes flight time continuous engine off, with;
  (i) shutdown not exceeding 3000 vt AGL of the intended landing site;
  (ii) an ascend of at least 2 times the engine shutdown height; and
  (iii) a soaring circuit and engine off landing;

(d) 1 dual cross country flight into controlled airspace, including – an alternative controlled airfield landing and take-off;
(e) 1 solo cross-country flight, duration of not less than 90 minutes flown at normal cruising speed (with no engine shutdown or soaring requirement).

(3) An applicant for the issuing of additional type ratings, in the category touring sailplanes shall have completed not less than:

(a) Minimum total of 1 flight, including 1 solo flight; with
(b) 1 flight of minimum 30 flight time minutes; with
(c) and appropriate add-on rating for touring sailplanes.

(4) Notwithstanding the provisions of sub-regulations (1) and (2), to obtain a first type rating for a sailplane or auxiliary power sailplane, may credit dual instruction flights on a sailplane accumulated as a licence holder in terms of part 62 in the category sailplanes, towards the minimum total flights required.

(5) Notwithstanding the provisions of sub-regulations (1) and (2), in the case of an applicant with extensive experience as the holder of a recreational pilot licence, or pilot licence, issued in terms of Part 61, the requirements may be relaxed, for a touring sailplane first type rating, to the minimum requirements according to sub-regulation (3) at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.18.5.

(6) An applicant for the issuing of additional type ratings by name, as the holder of valid class rating shall have completed not less than 1 solo flight.

(7) An applicant for the issuing of a class rating for touring sailplanes shall have completed not less than 200 hours flight time as a pilot in command of a touring sailplane, and hold at least five type ratings by name for touring sailplanes.

Training

62.18.3 (1) An applicant for the issuing of any of the class ratings or type ratings referred to in regulation 62.18.1 (1) in the category touring sailplanes shall have successfully completed the appropriate training as prescribed in Document SA-CATS-FCL 62.

(2) In the case of type ratings with extensive experience in the class, the testing officer may at his or her discretion reduce the prescribed flight-time requirements.

Theoretical knowledge examination

62.18.4 (1) An applicant for the issuing of any of the class ratings or type ratings, referred to in sub-regulation 62.18.1 (1), in the category touring sailplane shall have passed the appropriate theoretical knowledge examination as prescribed in Document SA CATS-FCL.

(2) An applicant for the issuing of a type rating by name for touring sailplanes shall have passed the appropriate technical 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, gyroplanes, sailplanes (including auxiliary powered sailplanes), the applicant may be given credit for any theory at the discretion of the testing instructor.

(4) Notwithstanding the provisions of sub-regulation (2), conventional "principles of flight" have to be written by both weight-shift controlled microlight pilots and gyroplane pilots and for sailplanes (including auxiliary powered sailplanes) pilots the subject engines and airframes.

Skill test

62.18.5 (1) An applicant for the issuing of a type rating by name for touring sailplane shall have demonstrated to the holder of a touring sailplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a sailplane or touring sailplane, 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 skill test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.04.4 and within the 60 days immediately preceding the date of application.

(3) An applicant for the issue of an additional type rating by name for sailplanes or auxiliary power sailplanes shall –

(a) undergo a skills test with an 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 aircraft;
(c) pass the technical exams as prescribed in Document SA-CATS-FCL 62.

Application

62.18.6 An application for the issuing of a class rating and type rating by name for touring sailplanes 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 licence reference number or a valid application for the issue of such licence;
(ii) certified proof that the requirements prescribed in regulation 62.18.1 have been complied with; and
(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 of class rating or type rating

62.18.7 (1) The Commissioner, or the organisation designated for the purpose in terms of Part 149, as the case may be, shall issue a class rating or type rating by name for touring sailplanes if the applicant complies with the requirements referred to in regulation 62.18.6.

(2) A class rating or type rating by name for touring sailplanes shall be issued in the format prescribed in Document SA-CATS-FCL 62.

Period of validity

62.18.8 A class rating or type rating by name for touring sailplanes shall be valid for an indefinite period, as long as the recreational pilot licence itself remains valid: Provided that the privileges of the class rating or type rating shall not be exercised by the holder thereof unless he or she complies with the provisions for competency of regulation 62.18.10.

Privileges and limitations of the class rating or type rating by name for sailplane or touring sailplane

62.18.9 (1) The holder of a class rating or type rating by name for a touring sailplane shall be entitled to act as pilot-in-command of the touring sailplane for which he or she is rated by name, or of any touring sailplane for which he or she holds the appropriate class rating, 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 class rating for touring sailplanes shall familiarise him- or herself with any type of touring sailplane that he or she has not flown previously, before undertaking a flight in such aircraft; and

(b) the holder of a class rating or type rating by name for touring sailplane 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.

(3) Notwithstanding the provisions of sub-regulation (2) (a), the organisation approved for the purpose in terms of Part 149 may set minimum experience requirements for specific types and models of touring sailplanes, to be published as an addendum in that organisation's approved operations manual.

Maintenance of competency

62.18.10 The holder of a class rating, type rating by name for touring sailplane may not act as pilot-in-command of touring sailplane unless he or she –

(a) has acted as pilot-in-command of a touring sailplane for a minimum of:

(i) 5 hours flight time or 10 flights in the previous 12 months; and

(ii) with currency on any appropriate add-on rating; or

immediately preceding the intended flight and such flights may include check flights, or flights undertaken by the pilot whilst receiving training appropriate to the type by name or for sailplane or auxiliary power sailplane;

(b) has passed a practical flight test with an appropriately rated flight instructor immediately preceding the intended flight, according to the currency schedule referred to in 62.18.10 (1) (a), not exceeding 3 months; and

(c) has, within the 90 days preceding the flight, notwithstanding the provisions of regulation 62.18.10 (1) (a), if transporting a passenger, in the class on which such passenger is to be transported, executed not less than three flights in a touring sailplane.

42.2 MOTIVATION

To make provision for subpart 18 – category: Touring Sailplanes, practically align official regulations for sailplanes with current basic MOP and club practices, general CAA and Recreational Aviation Industry propensity.

42.3 CURRENT REGULATION

No such provisions exist.

43.1 PROPOSAL TO INSERT SUBPART 19 INTO THE REGULATIONS (REQUIREMENTS FOR THE ISSUE OF AN ADD-ON RATING FOR SAILPLANES AND AUXILIARY POWERED SAILPLANES)

It is proposed to insert the following Subpart 19 after Subpart 18 into the Regulations:

SUBPART 19: REQUIREMENTS FOR ISSUE OF ADD-ON RATING FOR SAILPLANES AND AUXILIARY POWERED SAILPLANES

General

62.19.1 (1) The following are add-on (additional) ratings, for special purposes:

(a) passenger rating;
(b) self launch rating;
(c) aero tow rating;
(d) motorcar tow rating;
(e) winch launch rating;
(f) catapult launch rating;
(g) propulsion launch rating.

(2) An applicant for the issuing of an add-on rating shall –

(a) have acquired the experience referred to in regulation 62.19.2;
(b) have successfully completed the training referred to in regulation 62.19.3;
(c) have passed the theoretical knowledge examination referred to in regulation 62.19.4; and
(d) have successfully passed the skill test referred to in regulation 62.19.5.

(3) Notwithstanding sub-regulation (2), the applicant for passenger rating for a sailplane or auxiliary sailplane shall be the holder of a valid aeroplane pilot licence, issued according to Part 61, or a valid recreational pilot licence issued in terms of Part 62, similarly endorsed with the appropriate class rating or type rating for sailplane to be used.

(4) Notwithstanding sub-regulations (1) and (2), the applicant for a propulsion launch rating for a sailplane or auxiliary sailplane shall be the holder of a valid permit or licence for the propulsion method application and subsequent substances required by law, as the case may be.

Experience

62.19.2 An applicant for the issuing of an add-on rating shall have satisfactorily completed, under the supervision of an appropriately rated flight instructor, 10 flights of which at least 5 shall be completed in moderately or stronger thermal conditions; and in the case of a passenger rating shall at least have a 100 launches pilot in command, or 50 hours flight time pilot in command.

Training

62.19.3 An applicant for an add-on 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 total of flight hours and or cycles may be for each rating.

Theoretical knowledge examination

62.19.4 An applicant for an add-on rating shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.

Skills test

62.19.5 An applicant for an add-on rating shall within the 30 days immediately preceding the date of application have demonstrated to an appropriately rated flight instructor the ability to satisfactorily execute the skills as prescribed in Document SA-CATS-FCL 62.

Application

62.19.6 An applicant for an add-on 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 skill test, referred to in regulations 62.19.4 and 62.19.5 respectively, and is considered to be fit to act as pilot-in-command of a sailplane or auxiliary powered sailplane while executing the application of the rating.

Issuing

62.19.7 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 an add-on rating if the applicant complies with the requirements prescribed in 62.19.1.

Period of validity

62.19.8 Add-on ratings for sailplanes or auxiliary powered sailplanes shall be valid for an indefinite period, as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the class rating, type rating or add-on rating shall not be exercised by the holder thereof unless he or she complies with the provisions for competency of regulation 62.19.10.

Privileges and limitations

62.19.9 The holder of an aeroplane pilot licence, where appropriate, or recreational pilots for sailplanes and auxiliary powered sailplanes, endorsed with the required ratings shall be entitled to act as pilot-in-command of a sailplane or auxiliary powered sailplane of the appropriate type by name or in the appropriate class while executing the application of the rating.

Maintenance of competency

62.19.10 The holder of an add-on rating in terms of a class rating or type rating by name for sailplane or auxiliary powered sailplane may not execute the application of the rating while acting as pilot-in-command of a sailplane or auxiliary powered sailplane unless he or she –

(a) has executed the application of the add-on rating in a sailplane or auxiliary powered sailplane for a minimum of 1 flight within:

(i) the past 12 months, with a total of more than 500 flight hours pilot in command in the sailplane category, of which one third on the class;

(ii) the past 6 months, with a total of 200 hours to 500 flight hours pilot in command in the sailplane category, of which one third on the class;

(iii) the past 3 month, with a total of 50 hours to 200 flight hours pilot in command in the sailplane category, of which one third on the class;
(iv) the past 14 days, with a total of 0 hours to 50 flight hours pilot in command in the sailplane category, and each class;

immediately preceding the intended flight and such flights may include check flights, or flights undertaken by the pilot whilst receiving training appropriate to the type by name or add-on rating for sailplane or touring sailplane; or

(b) has passed a practical flight test with an appropriately rated flight instructor immediately preceding the intended flight, according to the currency schedule referred to in sub regulation (1) (a), not exceeding 3 months; and

(c) has, within the 90 days preceding the flight, notwithstanding the provisions of regulation 62.19.10 (a), if transporting a passenger, in the class on which such passenger is to be transported, executed not less than three flights in a sailplane or auxiliary power sailplane.

43.2 MOTIVATION

No regulations in existence

43.3 CURRENT REGULATION

No such provisions exist.

44.1 PROPOSAL TO INSERT SUBPART 20 INTO THE REGULATIONS (REQUIREMENTS FOR THE ISSUE OF AN ADD-ON RATING FOR TOURING SAILPLANES)

It is proposed to insert the following Subpart 20 after Subpart 19 into the Regulations:

SUBPART 20: REQUIREMENTS FOR ISSUE OF ADD-ON RATING FOR TOURING SAILPLANES

General

62.20.1 (1) The following add-on (additional) ratings, for special purposes –

(a) passenger rating;
(b) aero tug rating;
(c) tail dragger rating.

(2) An applicant for the issuing of an add-on rating shall –

(a) have acquired the experience referred to in regulation 62.20.2;
(b) have successfully completed the training referred to in regulation 62.20.3;
(c) have passed the theoretical knowledge examination referred to in regulation 62.20.4; and
(d) have successfully passed the skill test referred to in regulation 62.20.5.

(3) Notwithstanding sub-regulation (2), the applicant for passenger rating for a touring sailplane shall be the holder of –

(a) a valid aeroplane pilot licence, issued according to Part 61; or
(b) a valid recreational pilot licence issued in terms of Part 62, similarly endorsed with the appropriate class rating or type rating for aeroplane to be used.

(4) Notwithstanding sub-regulation (2), the applicant for aero tug rating for a touring sailplane shall be the holder of –

(a) a valid aeroplane pilot licence, issued according to Part 61;or
(b) a valid recreational pilot licence issued in terms of Part 62, similarly endorsed with the appropriate class rating or type rating for the tug aeroplane to be used.

Experience

62.20.2 (1) An applicant for the issuing of a add-on rating shall have satisfactorily completed under the supervision of an appropriately rated flight instructor 10 flights, of which at least 5 were completed in moderately or stronger thermal conditions; and –

(a) In the case of a tandem (passenger) rating –

(i) shall at least have a 100 launches pilot in command, or 50 hours flight time; and

(b) In the case of a aero tug rating for a touring sailplane –

(i) shall have acquired on a touring sailplane at least 100 hours flight time as pilot-in-command.

(2) Notwithstanding the provisions of sub-regulation (1) (b) (i), the hour requirement may be reduced to 50 hours as pilot-in-command of a touring sailplane if the applicant is the holder of –

(a) a valid recreational pilot licence, endorsed for the class sailplane or auxiliary powered sailplane rating; or
(b) a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence with the touring sailplane type rating.

Training

62.20.3 An applicant for an add-on 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 total of flight hours and or cycles may be for each rating.

Theoretical knowledge examination

62.20.4 An applicant for an add-on rating shall have passed the appropriate written examination as prescribed in Document SA-CATS-FCL 62.

Skill test

62.20.5 An applicant for an add-on rating shall within the 30 days immediately preceding the date of application have demonstrated to an appropriately rated flight instructor the ability to satisfactorily execute the skills as prescribed in Document SA-CATS-FCL 62.

Application

62.20.6 An applicant for an add-on 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 skill test, referred to in regulations 62.20.4 and 62.20.5 respectively, and is considered to be fit to act as pilot-in-command of a sailplane or touring sailplane while executing the application of the rating.

Issuing

62.20.7 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 an add-on rating if the applicant complies with the requirements prescribed in 62.20.1.

Period of validity

62.20.8 Add-on ratings for touring sailplanes shall be valid for an indefinite period, as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the class rating, type rating or add-on rating shall not be exercised by the holder thereof unless he or she complies with the provisions for competency of regulation 62.20.10.

Privileges and limitations

62.20.9 The holder of an aeroplane pilot licence, where appropriate, or recreational pilots for touring sailplanes, endorsed with the required ratings shall be entitled to act as pilot-in-command of a touring sailplane of the appropriate type by name or in the

appropriate class while executing the application of the rating; and in the case of touring sailplane tug, provided the pilot of the sailplane is the holder of a valid recreational pilot licence for sailplanes with a valid aero-tow rating.

Maintenance of competency

62.20.10 The holder of an add-on rating in terms of a class rating or type rating by name for sailplane or touring sailplane may not execute the application of the rating while acting as pilot-in-command of a sailplane or touring sailplane unless he or she –

(a) has executed the application of the add-on rating in a touring sailplane for a minimum of 1 flight within :

(i) the past 12 months, with a total of more than 500 flight hours pilot in command in the sailplane category, of which one third on the class;

(ii) the past 6 months, with a total of 200 hours to 500 flight hours pilot in command in the sailplane category, of which one third on the class;

(iii) the past 3 month, with a total of 0 hours to 200 flight hours pilot in command in the sailplane category, of which one third on the class;

immediately preceding the intended flight and such flights may include check flights, or flights undertaken by the pilot whilst receiving training appropriate to the type by name or add-on rating for sailplane or touring sailplane; or

(b) has passed a practical flight test with an appropriately rated flight instructor immediately preceding the intended flight, according to the currency schedule referred to in sub regulation (1) (a), not exceeding 3 months; and

(c) has, within the 90 days preceding the flight, notwithstanding the provisions of regulation 62.20.10 (a), if transporting a passenger, in the class on which such passenger is to be transported, executed not less than three flights in a touring sailplane.

44.2 MOTIVATION

No current regulation

44.3 CURRENT REGULATION

Does not exist.