

NAM-CATS 94 (Draft NAM-CATS)

Operation of Non-Type Certificated Aircraft

LIST OF TECHNICAL STANDARDS

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94.02.1 EX-MILITARY AIRCRAFT

1. Required training

The additional training, required for conversion onto ex-military aircraft shall include ground as well as flight training.

2. Training syllabus

(1) Ground Training

- (a) Ground training may be done on a self-study or formal-lecture basis, after which the applicant must complete a written examination to prove his or her knowledge of all aircraft systems.
- (b) The technical examinations shall cover the following aspects -
 - (i) Engine
 - (ii) Fuel system
 - (iii) Oil system
 - (iv) Hydraulic system
 - (v) Electrical system
 - (vi) Pressurisation system
 - (vii) Ejection system
 - (viii) Emergency systems
- (c) The technical examinations must be passed with the following minimum results -
 - (i) Limitations: 80%
 - (ii) Procedures: 80%
 - (ii) Emergency Procedures: 95%
- (d) The ground course shall include an introduction to the use of the survival equipment. Special attention must be given to the use of the parachute, the dinghy and any medical equipment fitted in the aircraft. It would be beneficial for the trainee to do an introductory parachute course. This will enable the individual to brief any future passenger better on the use of a parachute.

(2) Flight Training

- (a) The flight training should only be initiated after the completion of the ground phase. During this phase it will be imperative to take previous experience into account. After completion of this phase, the applicant should be able to handle the aircraft safely during all flight conditions, to the satisfaction of the testing flight instructor and the Executive Director.
- (b) Aspects to be covered during the flight training phase, to the extent applicable to type, shall include the following -
 - (i) Aircraft familiarisation
 - (ii) Effect of controls
 - (iii) Climbing and descending

- (iv) Stalling at various speeds and configurations
- (v) Medium and steep turning
- (vi) Incipient spinning and spinning, if allowed
- (vii) Aerobatic manoeuvres applicable to the specific type
- (viii) Precautionary landings
- (ix) Forced landings
- (x) Approaches (different speeds and configurations as applicable to type)
- (xi) Landings (different speeds and configurations as applicable to type)
- (xii) Navigation (low, medium and high level)
- (xiii) Introduction to instrument flying
- (xiv) Introduction to night flying
- (xv) Handling of emergencies
- (xvi) Engine failures during different stages of flight
- (xvii) Engine fire/overheat during different stages of flight
- (xviii) Hydraulic failure
- (xix) Flap failure
- (xx) Dragchute failure

3. Guidelines for the establishment of training criteria

(1) Guideline used by the Executive Director for the approval of training criteria for an individual:

Candidate has less than 300 hours total flying time.	Minimum of 40 hours instruction on type, of which 5 hours could be on a simulator of that type. Minimum of 15 hours with a check pilot who should be a qualified instructor on type. If an instructor is not available, it must be someone who has done the conversion to the instructor's position on type.
Candidate has less than 300 hours total flying time of which 100 hours are on a jet-engine aircraft.	Minimum of 30 hours instruction on type, of which 5 hours could be on a simulator of that type. Minimum of 10 hours with a check pilot.
Candidate has more than 500 hours total flying time including more than 100 hours as pilot-in-command on a civilian jet aircraft.	Minimum of 10 hours instruction on type. Minimum of 10 hours with a check pilot.
Candidate has a military jet rating obtained as a civilian on a similar aircraft type.	Minimum of 7 hours instruction on type. Minimum of 5 hours with a check pilot.
Candidate has held a military jet licence issued by an air force.	Will be determined by the Executive Director.

- (2) Guideline used by the Executive Director for the approval of aerobatic training criteria for an individual:

Candidate has no previous aerobatic experience.	An aerobatic rating and a minimum of 10 hours aerobatic training on the aircraft type.
Candidate has an aerobatic rating issued in terms of Part 61 and has flown more than 6 hours of aerobatics during the preceding twelve months.	Minimum of 4 hours aerobatic training on type.
Candidate has previous aerobatic experience but does not have a civilian aerobatic rating.	An aerobatic rating and a minimum of 6 hours aerobatic training on aircraft type.
Candidate has more than 6 hours aerobatic experience on military jet aircraft during the preceding twelve months and has an aerobatic rating.	Minimum of 2 hour aerobatic training on type.

4. Information to be supplied

- (1) Information to be supplied to the Executive Director in respect of the candidate when applying for approval of training criteria -
- (a) Summary of the Pilot Logbook
The pilot's logbook should be summarised and a copy of the summary page submitted to the Executive Director
 - (b) Hours flown per month
The average number of hours that the applicant flies per month.
 - (c) Aerobatic Experience
The total number of hours aerobatic experience and the number of hours aerobatic flying during the preceding twelve months.
 - (d) Type of Aircraft
The details of the aircraft type for which the applicant is applying.
 - (e) Licence Details
Details of the licences held, including aircraft types, systems, and night or instrument rating.
- (2) Information to be supplied to the Executive Director in respect of the person or organisation to provide the training when applying for approval of training criteria -
- (a) Approved Training Organisation
The name and certificate number of the Approved Training Organisation.
 - (b) Flight Instructor
 - (i) the name and licence number of the flight instructor; and

- (ii) the qualification of the flight instructor, including flying experience and type ratings held.
- (3) When applying for approval of training criteria the Information to be supplied to the Executive Director shall include -
 - (a) the proposed emergency training procedures; and
 - (b) the physical and medical requirements for the candidate to operate the aircraft and the limitations imposed.

5. Stipulated individual training programme

Once the Executive Director has studied the information submitted in terms of sub-paragraphs (3), (4) and (5), and is satisfied that the training will be done in a responsible and safe manner, minimum requirements regarding the training of the particular individual will be supplied in writing by the Executive Director on the stipulated form.

6. Continuation training

After completion of the conversion onto type, it will be the responsibility of the pilot and the aircraft owner or operator to ensure that the pilot remains current on type. As a guideline, the following should be used -

- (1) Ground training:

An emergency, handling, limitations and procedural quiz must be completed at least every second month.
- (2) Flight training:

To remain current, the pilot must -

 - (a) complete at least 12 hours, as pilot-in-command of an ex-military aircraft, over a twelve-month period; or
 - (b) should this not be the case, or if the pilot has not flown the specific type for a period exceeding three months, the pilot must undergo a check flight with a flight instructor who is current on type; and
 - (c) undergo at least one check flight on type not later than six months since the previous check flight on type with a flight instructor who is current on type.

7. Documentation

All documentation generated during the conversion and continuation training shall be filed in the pilot's personal training file, which must be kept at the aircraft owner's or operator's office, and which must be made available on request to an authorised officer, an inspector, or an authorised person.

94.06.15 DISPLAY AUTHORISATION

1. Introduction

When an applicant wishes to participate in public flying demonstrations the applicant should submit the information detailed below to the Executive Director. The Executive Director will, if it is satisfied that the aircraft can be operated in a safe manner during an air show, issue a Display Authorisation to the applicant.

2. Information required

2.1. Flying Experience

The applicant should supply a summary of previous flying experience and details of experience on the type of aircraft to be flown during the display.

2.2. Air Show Experience

The applicant should provide the Executive Director with a detailed list of previous air show experience. This should include the dates, duration, aircraft type and sequence flown.

2.3. Details of the Sequence

The applicant should submit the detail of the sequence to be flown which should include the following -

(a) Good weather sequence

The display sequence to be flown, in textual and graphical form, where the weather conditions do not impose any restriction. The minimum meteorological conditions for this sequence should be specified.

(b) Bad Weather Sequence

The display to be flown, in textual and graphical form, where the weather conditions such as cloud ceiling imposes a restriction on the display. The minimum meteorological conditions for this sequence should be specified.

(c) Emergency Procedures

The specific procedures to be followed for the possible emergency situations that may occur including diversion aerodromes.

2.4. Aircraft Configuration

The applicant should supply details of the aircraft configuration including weight, take-off fuel and landing fuel.

2.5. Fees

The applicant should supply the proof of payment of the applicable fees as stipulated in Part 187.

3. Display authorisation

Once the information has been reviewed, a display authorisation may be issued at the discretion of the Executive Director or the organisation, designated for the purpose in terms of Part 149, as the case may be. The display authorisation details the sequence to be flown and any other conditions that may be imposed.