

## PART 61

### PERSONNEL: PILOT LICENSING

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## **SUBPART 1 GENERAL**

### **Applicability**

#### **61.01.1**

- (1) This Part applies to-
  - (a) the issuing, revalidating, renewal and re-issuing of Namibian pilot licences, authorisations and ratings, the privileges and limitations of such licences, authorisations and ratings and matters related thereto;
  - (b) the designation of examiners;
  - (c) the validation of foreign pilot licences, authorisations, certificates and ratings issued by a Contracting State other than Namibia and the privileges and limitations of such validations;
  - (d) the conversion of foreign pilot licences and ratings issued by a Contracting State other than Namibia; and
  - (e) the approval of flight simulation training devices.
- (2) In this Part requirements for the issuing of, the holding of or the exercise of any of the privileges of, an aviation document are subject to, and must be read in conjunction with requirements in the Act relating to aviation documents.

### **Authority to act as pilot**

#### **61.01.2**

- (1) No person may act as a pilot of a Namibian registered aircraft unless such person-
  - (a) holds a valid appropriate pilot licence and rating issued, revalidated, or reissued by the Executive Director in terms of this Part or Part 62; or
  - (b) holds a valid pilot licence and rating issued by an appropriate authority and validated by the Executive Director in terms of this Part or under Part 62;
  - (c) is under dual instruction with an appropriately rated flight instructor.
- (2) No person may act as a pilot of a foreign registered aircraft within Namibia unless such person holds a valid pilot licence and rating issued or validated by the State of Registry.
- (3) Subject to the provisions of sub-regulation (4), the holder of a pilot licence may not exercise privileges other than the privileges granted by the appropriate licence and rating held by such holder.

- (4) The holder of a pilot licence, including a student pilot licence, who receives training for the purpose of applying for the appropriate type rating, may act as pilot-in-command of an aircraft in respect of which he or she does not hold such rating: Provided that –
- (a) the flight is not for remuneration or reward;
  - (b) no passengers or cargo are transported in the aircraft; and
  - (c) the training is conducted by the holder of an appropriate valid flight instructor rating who holds an appropriate valid type or group type rating.

## **Pilot licences**

### **61.01.3**

The following pilot licences may be issued in terms of this Part-

- (a) a student pilot licence (SPL);
- (b) a private pilot licence (aeroplane) (PPL-A);
- (c) a private pilot licence (helicopter) (PPL-H);
- (d) a commercial pilot licence (aeroplane) (CPL-A);
- (e) a commercial pilot licence (helicopter) (CPL-H);
- (f) an airline transport pilot licence (aeroplane) (ATPL-A);
- (g) an airline transport pilot licence (helicopter) (ATPL-H);
- (h) a private pilot licence (powered-lift) (PPL-P)
- (i) a commercial pilot licence (powered-lift) (CPL-P)
- (j) an airline transport pilot licence (powered lift) (ATPL-P);
- (k) a glider pilot licence (GPL);
- (l) a free balloon pilot licence (FBPL);
- (m) a commercial free balloon pilot licence (CFBL);
- (n) an airship pilot licence (ASPL); and
- (o) a commercial airship pilot licence (CASL).

## **Ratings, qualifications and authorisations for pilots**

### **61.01.4**

- (1) The ratings and authorisations for pilots are as follows –
- (a) Category ratings-
    - (i) aeroplane;
    - (ii) helicopter;
    - (iii) glider;
    - (iv) free balloon;
    - (v) airship; and
    - (vi) powered-lift.
  - (b) Class ratings-
    - (i) single-engine piston aircraft (land);

- (ii) single-engine piston aircraft (sea);
  - (iii) each manufacturer of single-engine turbo-prop aeroplanes (land);
  - (iv) each manufacturer of single-engine turbo-prop aeroplanes (sea);
  - (v) multi-engine piston aircraft (land);
  - (vi) multi-engine piston aircraft (sea);
  - (vii) touring motor gliders
  - (viii) conventional gliders;
  - (ix) power-assisted gliders;
  - (x) hot-air balloons;
  - (xi) gas balloons;
  - (xii) rigid airships; and
  - (xiii) non-rigid airships.
- (c) Group Type ratings for free balloons as in -
- (i) Group A for hot-air balloons with a maximum envelope capacity of 3400 m<sup>3</sup> and gas balloons with a maximum envelope of 1260 m<sup>3</sup>;
  - (ii) Group B for hot-air balloons with an envelope capacity between 3401 m<sup>3</sup> and 6000 m<sup>3</sup> and gas balloons with an envelope capacity of more than 1260 m<sup>3</sup>;
  - (iii) Group C for hot-air balloons with an envelope capacity between 6001 m<sup>3</sup> and 10500 m<sup>3</sup> and;
  - (iv) Group D for hot-air balloons with an envelope of more than 10500 m<sup>3</sup>.
- (d) Type ratings-
- (i) aeroplanes with a maximum certificated mass exceeding 5700 kilogram;
  - (ii) single engine turbo-prop aeroplanes;
  - (iii) multi-engine turboprop aeroplanes;
  - (iv) aeroplanes certificated for operation with a flight crew of at least two pilots;
  - (v) aeroplanes with unconventional handling characteristics that requires additional flying or flight simulation training device training;
  - (vi) warbird type aircraft
  - (vii) piston engine or turbine powered helicopters.
- (e) Ratings for special purposes-
- (i) night rating;
  - (ii) instrument rating
  - (iii) flight instructor rating;
  - (iv) type rating instructor rating;
  - (v) tug pilot rating;
  - (vi) helicopter sling load rating;
  - (vii) helicopter winching rating;
  - (viii) helicopter game or livestock cull rating;
  - (ix) agricultural pilot rating;
  - (x) aerobatics rating; and

- (xi) tow rating.
- (f) A flight simulation training device (FSTD) Instructor Authorisation
- (g) Test pilot qualification.
- (2) Class ratings for aeroplanes must be issued in accordance with the list set out in Document NAM-CATS-FCL 61.
- (3) Type ratings for helicopters issued in terms of this Part comprise a type rating for each type of helicopter.
- (4) In order to act as a flight crew member of a variant of another aircraft within a particular class rating, differences or familiarisation training may be required as prescribed in Document NAMCATS 61, standard 61.17.8 para 1.
- (5) The holder of a licence issued in terms this Part may not be required to be issued with a recreational pilot licence in terms Part 62 for the purpose of flying conventional microlight aeroplanes and light sport aeroplanes, provided that he or she –
  - (a) undergoes differences or familiarisation training acceptable to the Executive Director; and
  - (b) complies with the relevant requirements in Part 62 for the type or class rating for the aeroplanes endorsed into his or her logbook by a suitably rated instructor.
- (6) The issuing of any type rating includes the issuing of the appropriate class rating, if-
  - (a) an initial type rating is issued; or
  - (b) the type of aircraft requires the issuing of a new class rating.
- (7) For the purposes of the regulations in this Part, a multi-engine centreline thrust aeroplane is deemed to be a single-engine aeroplane.

## **Flight instructor ratings**

### **61.01.5**

Flight instructor ratings comprise -

- (a) Grade I flight instructor rating;
- (b) Grade II flight instructor rating;
- (c) Grade III flight instructor rating;
- (d) Type rating instructor rating.

## **Maintenance of competency and skills tests**

### **61.01.6**

- (1) No holder of a pilot licence and rating may exercise the privileges granted by the licence and rating unless such holder maintains competency and recency by complying with the appropriate requirements prescribed in prescribed in this Part or in Part 62 or in Part 91.
- (2) The holder of a pilot licence may not exercise the privileges of that licence unless he or she has successfully passed an initial licence skills test or a revalidation check in the same category of aircraft.
- (3) The revalidation check for an instrument rating must revalidate the maintenance of competency of a pilot licence of the holder of an instrument rating in the same category of aircraft for a period of 12 months.
- (4) Notwithstanding paragraphs (1) and (2) above, a licence holder who complies with sub-regulation 61.17.7(3) may exercise the privileges of the licences in both the aeroplane and helicopter categories.
- (5) A skills test for a night rating or initial instrument flying rating conducted after the first revalidation check of a licence holder will revalidate the maintenance of competency.

- (6) The revalidation check or renewal test must be conducted by a Designated Flight Examiner except that in the case of the holder of a Private Pilot Licence (Aeroplane, Powered-lift or Helicopter) the revalidation check or renewal test may be conducted by an appropriately rated Grade I or Grade II flight instructor.
- (7) The contents of the revalidation check or renewal test referred to in sub-regulation (2) are defined in Document NAM-CATS-FCL 61 and must be conducted in an aircraft or in an approved flight simulation training device (FSTD) of the category for which the revalidation is sought.
- (8) The person who conducted the skills test must enter the outcome in the pilot's logbook and sign it accordingly. The following rules apply –
  - (a) The original application and skills test form must be submitted to the Executive Director within 30 days of the skills test or revalidation check. Under exceptional circumstances where the application and skills test forms are received after the 30 day period, a written motivation by the applicant is required before consideration by the Executive Director.
  - (b) In the event of circumstances interrupting a skill or revalidation test, then a Notice of Discontinuance must be issued. This notice will allow an applicant to complete those aspects of the test not yet assessed within a period of 30 days from the date of the interruption. The notice must accompany the relevant skills test report and application. Failure to continue the test within this period must result in the entire test being repeated.
  - (c) If the skills test or revalidation check is conducted within 90 days prior to the expiry date of competency, then the new expiry date will be calculated from the original date of expiry.
  - (d) If the skills test or revalidation or proficiency check is conducted more than 90 days prior to the expiry date of competency, the new expiry date will be calculated from the date on which the test or check was conducted.
  - (e) If the outcome of the skills test is a failure, the examiner shall submit the original test report to Personnel Licensing (PEL) within 7 working days of the date of the test.
  - (f) No flight test may be conducted before successful completion of any applicable theoretical or oral examination.
  - (g) The navigation element of the skills test administered for the issuing of a private pilot or commercial pilot licence may be conducted as a separate flight within a maximum period of 14 days.
  - (h) In order to provide for exceptional circumstances, an extension of up to a maximum of 30 days from the date of expiry of the maintenance of competency of any licence or the validity of any rating may be granted upon submission of a written application to the Executive Director.
- (9) The pilot concerned must countersign and receive a copy of the test report referred to in sub-regulation (8).
- (10) If a pilot fails to demonstrate the required standard during the proficiency check or skills test the following rules apply –
  - (a) The person who conducted the revalidation check or skills test must inform him or her that he or she may not exercise the privileges of that particular licence.
  - (b) A Notice of Denial must be issued to the applicant/licence holder and a copy provided to the Executive Director with the test form.
  - (c) The pilot must undergo corrective training with a flight instructor, other than the person who conducted the proficiency check, before submitting him or herself for a recheck. No recheck may be conducted within 72 hours of an unsuccessful skills test.
  - (d) No recheck may be conducted without a letter of recommendation by the flight instructor referred to in subparagraph (c).
- (11) The holder of a pilot licence must submit to the Executive Director, at least annually, a certified copy of the summary of his or her logbook in the format prescribed in Document NAM-CATS-FCL 61 together with the prescribed licence currency fees.
- (12) Without prejudice to the powers of the Executive Director to determine the fitness of participants to exercise the privileges of an aviation document in accordance with the provisions of the Act, where the Executive Director has reasonable grounds to suspect that a person, licensed in terms of this Part, has failed to maintain

the minimum standard required to exercise the privileges of any licence or rating which he or she holds, the Executive Director may give the licence holder reasonable notice in writing to undergo, by a date specified by the Executive Director, the skills test or all or some of the theoretical knowledge examinations prescribed in this Part in respect of such licence or rating.

- (13) Should the tests or examinations, referred in subparagraph (12), show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Executive Director must suspend the holder from exercising all or any of the privileges of that licence or rating until such time as the holder can show that he or she is again able to meet the skill or theoretical knowledge requirements for that licence or rating.
- (14) If the person referred to in subparagraph (12) fails without reasonable cause to undergo the test or examination as ordered by the Executive Director, his or her standard is deemed to be below that required for the licence or rating concerned and the provisions of subparagraph (12) apply *mutatis mutandis*.

## **Theoretical knowledge examinations**

### **61.01.7**

- (1) The Executive Director must publish in Document NAM-CATS-FCL-61 general procedures to be followed by a person applying to be entered for a theoretical knowledge examination, as well as the conditions under which theoretical knowledge examinations are to be conducted by the Executive Director.
- (2) An applicant wishing to enter for the theoretical knowledge examinations must show proof of –
  - (a) holding or having held within the previous 60 months one of the following –
    - (i) a valid Namibian Student Pilot Licence qualifying the applicant for entry to a Private Pilot Licence examination;
    - (ii) a valid Namibian Student Pilot Licence qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination, where the holder is a student on an integrated course for the licence;
    - (iii) a valid Namibian Private Pilot Licence qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination; or
    - (iv) a valid Namibian Air Force pilot qualification; or
    - (v) a valid pilot licence issued by another appropriate authority.
- (3) A temporary medical restriction of a licence may not bar a candidate from entering a theoretical knowledge examination.
- (4) The pass mark for any theoretical knowledge examination referred to in this Part is 75%.
- (5) An applicant for the issuing of a pilot licence or the issuing, revalidation, renewal or reissuing of a rating, who fails a theoretical knowledge examination required for such licence or rating conducted by the Executive Director, may apply for a re-mark in accordance with Document NAM-CATS-FCL 61.
- (6) The holder of an instrument rating on aeroplanes is exempted from the theoretical knowledge training and examination requirements for an instrument rating on helicopters, and vice versa.
- (7) A student pilot having undergone all or part of the integrated training, referred to in regulation 61.01.25, who passed the theoretical knowledge examination for the Commercial Pilot Licence, is deemed to have passed the theoretical knowledge examinations prescribed for the issue of the Private Pilot Licence;
- (8) A student pilot having undergone all or part of the integrated training, referred to in regulation 61.01.25, who passed the theoretical knowledge examination for the Airline Transport Pilot Licence, is deemed to have passed the theoretical knowledge examinations prescribed for the issue of the Private and the Commercial Pilot Licences.
- (9) No person may provide another person with, or obtain from another person, any examination paper for any examination about to be, or currently being, conducted, or part or copy thereof, unless authorised by the Executive Director to do so.

- (10) During any written theoretical knowledge examination under this Part, no person may, unless authorised by the Executive Director -
- (a) copy from another person;
  - (b) use any source of information which has not been approved by the invigilator;
  - (c) communicate in any way with another person, except the invigilator;
  - (d) take the examination on behalf of, or assist, another person; or
  - (e) remove any written or printed material from the examination room.
- (11) Any unauthorised conduct referred to in sub-regulations (9) and (10) may result in -
- (a) disqualification in the subject concerned;
  - (b) disqualification in any or all subjects already passed; and
  - (c) disbarment from taking further examinations for a period not exceeding 12 months;
  - (d) prosecution for any applicable criminal offence.

## **Requirement for Approval of Flight Simulation Training Device**

### **61.01.8**

- (1) Each flight simulation training device (FSTD) used for training, and for which a candidate for the issue, revalidation, renewal, re-issue or maintenance of a competency of a licence or rating is required to receive credit, must be approved by the Executive Director for each particular purpose in terms of regulation 61.01.9
- (2) The Executive Director may approve any of the devices, referred to in subparagraph (1) on the basis of a similar approval by an appropriate authority.

## **Approval of Flight Simulation Training Devices**

### **61.01.9**

The approval for flight simulation training devices (FSTD) must be issued based on the criteria prescribed in Part 60 of the NAMCAR.

## **Validation of a licence issued by appropriate authority**

### **61.01.10**

- (1) The Executive Director may recognise through validation and on the conditions prescribed in this Part, pilot licences and ratings issued by an appropriate authority if the standard of such foreign licence or rating is deemed to be equivalent to, or higher than, the Namibian licence or rating.
- (2) Before the Executive Director validates a foreign licence or rating for a commercial air transport operation or a Private Pilot Licence with Instrument Rating (PPL/IR), he or she must confirm the validity of the foreign licence or rating with the appropriate authority of the issuing Contracting State.
- (3) Notwithstanding the provisions of sub-regulations (1) and (2), any applicant for the validation of a foreign licence or rating must undergo the appropriate skills test and –
  - (a) in the case of validation for use as a private pilot under VFR conditions have attended a tutorial, conducted by at least a Grade III flight instructor at an approved Part 141 aviation training organisation on the differences in airspaces and terminology within Namibia as well as received a briefing on performance planning, taking into account the effect of density altitude, and write a

- Namibian approved examination in Air Law conducted by an approved Part 141 aviation training organisation; or
- (b) in the case of validation for use as a private pilot under IFR conditions, have attended a tutorial, conducted by at least a Grade II flight instructor at an approved Part 141 aviation training organisation on the differences in airspaces and terminology within Namibia, as well as received a briefing on performance planning taking into account the effect of density altitude, and pass an examination in Air Law at the Authority; or
  - (c) in the case of validation for use as a commercial pilot under VFR conditions pass an examination in Air Law at Commercial Pilot Licence (CPL) level at the Authority;
  - (d) in the case of validation for use as a commercial pilot under IFR conditions or as an airline transport pilot, pass an examination in Air Law and Procedures at Commercial Pilot Licence (CPL) level at the Authority;
  - (e) must, irrespective of the revalidation requirements in the country of issue, comply with the revalidation requirements of Subpart 17 in respect of the privileges to be granted by the licence or rating.
- (4) In the case of validated foreign pilots flying Namibian registered aircraft in a foreign country, a certificate of validation for commercial purposes may be re-issued annually, provided that the operation is flown exclusively outside the borders of Namibia and that any flying carried out in Namibia is for the purpose of a ferry flight for pre- or post-maintenance purposes or for the purpose of a revalidation check or renewal test.
- (5) The purposes for which a validation may be issued include any of, or a combination of, the following –
- (a) to exercise the privileges of a private pilot in a Namibian registered aircraft;
  - (b) to ferry a Namibian registered aircraft from one foreign country to another, or from a foreign country to Namibia;
  - (c) to conduct demonstration flights in Namibian registered aircraft;
  - (d) to conduct familiarisation, difference training or route training of Namibian flight crew; and
  - (e) to provide its holder with time to complete prescribed bridging training for the conversion of the foreign licence or rating while acting as a flight crew member on a Namibian registered aircraft during commercial operations; and
  - (f) to exercise the privileges of a commercial pilot in a Namibian registered aircraft for the period specified in the validation.
- (6) The holder of a licence or rating issued by an appropriate authority, who desires to act as a pilot of a Namibian registered aircraft, must apply to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61, for a validation of such licence or rating.
- (7) The application for a validation referred to in sub-regulation (10) must be accompanied by -
- (a) the appropriate fee as prescribed in Part 187;
  - (b) a certified true copy of the licence and rating for which the validation is requested;
  - (c) a certified true copy of a relevant valid medical certificate;
  - (d) a summary of the applicant's logbook, certified by the applicant to contain a true record of the hours flown;
  - (e) certified proof of English language proficiency compliance in terms of regulation 61.01.14 and
  - (f) in the case of an application for the validation of a licence and rating for the purpose of exercising the privileges of a commercial pilot in Namibia and for being employed as a pilot in Namibia, a current work visa/permit and a letter of appointment from a Namibian employer who requires the services of the applicant.

- (8) A licence and rating issued by an appropriate authority may be validated by the Executive Director -
- (a) subject to the same restrictions which apply to such licence and rating;
  - (b) subject to such conditions and limitations as the Executive Director may deem necessary in the interest of aviation safety;
  - (c) in accordance with and subject to the requirements and conditions as prescribed in these Regulations;
  - (d) on condition that the privileges may not exceed that of the equivalent Namibian pilot licence or rating and
  - (e) in the format as determined by the Executive Director.
- (9) A validation issued by the Executive Director is valid for -
- (a) a period of 12 months calculated from the date of issue of the validation; or
  - (b) the period of validity of the licence and rating issued by the appropriate authority concerned; or
  - (c) the period of validity of the valid medical certificate contemplated in sub-regulation (2)(c); or
  - (d) the period of validity of the employment permit of the applicant, whichever period is the lesser period.
- (10) The holder of a validation issued by the Executive Director may, subject to the provisions of sub-regulation (6), apply to the Executive Director for the renewal of the validation at least 21 days immediately preceding the date of expiry of such validation,
- (11) The Executive Director may renew the validation for the same appropriate period referred to in sub-regulation (4), in the circumstances and on the conditions as prescribed in Document NAM-CATS-FCL 61: Provided that a validation, the privileges of which are to be exercised for the purpose of being employed as a pilot in Namibia, may not be renewed for a period which exceeds a period of 24 months calculated from the date on which the validation was issued.
- (12) The holder of a validation issued by the Executive Director must comply with the provisions prescribed in this Part and the requirements and conditions as prescribed in Document NAM-CATS-FCL 61.
- (13) The Executive Director may validate a flight instructor rating issued by an appropriate authority, to authorise the holder thereof to conduct training on a particular type of aircraft to which the rating pertains, if no holder of a flight instructor rating issued in terms of this Part is available to conduct such training.
- (14) The minimum knowledge, experience and skill requirements for the issuing of a validation for the various pilot licences and ratings are those prescribed in Document NAM-CATS-FCL 61 for the equivalent Namibian licences or ratings.
- (15) Where a practical flight test is required, such test must be undertaken in an aircraft of the category, class or type, appropriate to the pilot licence for which the validation is sought, or in a flight simulation training device approved for the purpose.
- (16) The holder of a validation must comply with all the applicable provisions of these Regulations.
- (17) Before the privileges of an additional rating may be exercised in terms of the validation, such additional privileges must have been endorsed on the foreign pilot licence by the appropriate foreign authority.
- (18) A validation becomes invalid as soon as the corresponding foreign licence or rating has been suspended or revoked by the issuing authority.
- (19) A foreign licence, if qualifying for the issue of a validation in terms of these Regulations, or for which a validation has been issued, may be accepted as the entry requirement for the issue of a higher Namibian pilot licence.
- (20) A validation for commercial purposes may only be re-issued on condition that the applicant provides sufficient proof that he or she has complied with all requirements of the country of issue of the foreign licence or rating in respect of maintenance of competency.

- (21) Notwithstanding the provisions in (1) to (20) above, the Executive Director may automatically render valid other Issuing Authorities' licences provided that those Authorities have:
- (a) common licensing regulations that are compliant with the International Standards and Recommended Practices of ICAO Annex 1;
  - (b) entered into a formal agreement recognizing the automatic validation process; and
  - (c) registered their agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.
- (22) In reference to (21) above, an endorsement indicating the ICAO registration number of the agreement and the list of Issuing Authorities must appear on licences rendered valid automatically in terms of the agreement.

## **Credit for military service**

### **61.01.11**

- (1) Pilots qualified in the Namibian Defence Force, may apply to the Executive Director for the issuing of a pilot licence and rating prescribed in this Part.
- (2) An applicant for a private pilot licence must have –
- (a) passed that part of the theoretical knowledge examination which deals with air law;
  - (b) undergone the skill test; and
  - (c) complied with all other requirements, prescribed for the issuing of a private pilot licence in terms of this Part.
- (3) An applicant for a commercial pilot licence or an airline transport pilot licence must have -
- (a) passed the theoretical knowledge examination;
  - (b) undergone the skill test; and
  - (c) complied with all other requirements, prescribed for the issuing of a commercial pilot licence or airline transport pilot licence, as the case may be, in terms of this Part.
- (4) An application contemplated in sub-regulation (1) must be -
- (a) made in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and
  - (b) accompanied by -
    - (i) evidence acceptable to the Executive Director of -
      - (aa) the identity of the applicant;
      - (ba) the age of the applicant; and
      - (ca) employment of the applicant in the Namibian Defence Force;
    - (ii) an appropriate valid medical certificate issued in terms of Part 67;
    - (iii) a copy of a summary of the logbook of the applicant;
    - (iv) evidence acceptable to the Executive Director that the applicant has passed the theoretical knowledge examination, or part thereof, as the case may be;
    - (v) the skill test report as prescribed in Document NAM-CATS-FCL 61;
    - (vi) two recent passport size photographs of the applicant; and\
    - (vii) the appropriate fee as prescribed in Part 187.

- (5) The Executive Director must credit the experience gained by an applicant in the Namibian Defence Force, towards the issuing of a pilot licence and rating in accordance with NAM-CATS-FCL 61.

## **Conversion of pilot licence issued by appropriate authority**

### **61.01.12**

- (1) The holder of a foreign pilot licence and rating issued by an appropriate authority, may apply to the Executive Director for a conversion of the licence and rating and the Executive Director may, subject to the conditions, rules, requirements, procedures or standards prescribed in these regulations convert the said licence and rating in a format determined by the Executive Director.
- (2) A Namibian licence issued wholly or in part on the basis of the issue of a foreign licence, must indicate the Contracting State that issued the licence upon which the conversion was based.
- (3) When issuing a Namibian pilot licence or rating on the basis of conversion the Executive Director must, when determining whether any foreign examination credits should be applied, take into account any foreign licenses or ratings held by the applicant.
- (4) The holder of a current Namibian validation issued in terms of these regulations may apply for the conversion of his or her licence, without having to meet the theoretical knowledge or practical skills tests requirements of this Part provided that;
- (a) the validation has been held for a uninterrupted period of 3 years or more; and
  - (b) the holder has acquired not less than 750 hours flight time during the same three year period.
- (5) An application for a the issuing of a Namibian pilot licence or any rating on the basis of the conversion of a foreign pilot licence or rating must be made to the Executive Director-
- (a) in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and
  - (b) accompanied by -
    - (i) a copy of the foreign pilot licence and rating to which the conversion pertains;
    - (ii) a valid Namibian medical certificate, as applicable;
    - (iii) a letter of motivation for conversion of the licence;
    - (iv) an up-to-date Curriculum Vitae;
    - (v) a certified copy of the pages of his or her logbook containing –
      - (aa) the last 12 months' summary;
      - (ba) endorsements of all class or type ratings;
      - (ca) endorsements of the last revalidation of his or her licence, class or type and instrument flight ratings;
    - (vi) two recent passport size photographs of the applicant; and
    - (vii) the appropriate fee as prescribed in Part 187.
- (6) Subject to subparagraph (3) all applicants for the conversion of a licence are required to pass the Namibian theoretical examination as prescribed below –
- (a) Private Pilot Licence (PPL/VFR) –
    - (i) Air Law.
    - (ii) Meteorology.
    - (iii) Flight Performance and Planning.

- (b) Private Pilot Licence with Instrument Rating –
    - (i) Air Law and Procedures.
    - (ii) Meteorology.
    - (iii) Flight Performance and Planning.
  - (c) Commercial Pilot Licence (CPL/VFR) –
    - (i) Air Law.
    - (ii) Meteorology.
    - (iii) Flight Performance and Planning.
  - (d) Commercial Pilot Licence with Instrument Rating (CPL/IR) –
    - (i) Air Law and Procedures.
    - (ii) Meteorology.
    - (iii) Flight Performance and Planning.
  - (e) Airline Transport Pilot Licence –
    - (i) Air Law and Procedures.
    - (ii) Meteorology.
    - (iii) Flight Performance and Planning.
- (7) An applicant is required to attend training at an approved Part 141 aviation training organisation and receive tuition at the discretion of the Chief Flying Instructor (CFI) with respect to differences in Namibian airspaces, flight performance and planning and typical Namibian weather patterns. The Chief Flying Instructor may issue a letter of recommendation that the applicant gain entry to the Namibia Civil Aviation Authority (“the Authority”) on-line examinations.
- (8) An applicant for the conversion of a licence must undergo a skills test conducted by a Designated Flight Examiner as shown below –
- (a) Private Pilot Licence (PPL/VFR) – skills test for an initial issue;
  - (b) Private Pilot Licence with Instrument Rating (PPL/IR) – skills test for revalidation of an instrument rating;
  - (c) Commercial Pilot Licence (CPL/VFR) – skills test for an initial issue;
  - (d) Commercial Pilot Licence with Instrument Rating (CPL/IR) – skills test for revalidation of an instrument rating.
  - (e) Airline Transport Pilot Licence–skills test for revalidation of an instrument rating.
- (9) A foreign flight instructor rating may be converted on compliance with subparagraph (10).
- (10) The requirements for the validity, privileges and limitations of any Namibian pilot licence and ratings issued on the basis of a foreign licence are those prescribed in these Regulations for the validity, privileges and limitations of the equivalent Namibian licence or rating.
- (11) Notwithstanding the provisions of sub-regulation 61.01.12 (6) above, the Executive Director may require any additional examinations when the standard of issue of the licence is not equivalent to the standards in the NAMCARs.

## **Medical requirements and fitness**

### **61.01.13**

- (1) An applicant for a pilot licence must obtain an appropriate medical certificate issued in terms of Part 67 of these Regulations.
- (2) The holder of a pilot licence issued in terms of this Part may not exercise the privileges of that licence –
  - (a) unless that person holds an appropriate valid medical certificate issued in terms of Part 67 and complies with all medical endorsements on that medical certificate;
  - (b) after becoming aware of having a medical deficiency or disability with the potential to make him or her unable to meet the medical standards for his or her medical certificate or to safely exercise the privileges of the licence until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67; or
  - (c) when he or she is unable to act as a flight crew member of an aircraft because of the circumstances prescribed in sub-regulations 91.02.3 (1) and (2) of Part 91 of these Regulations.
- (3) Without prejudice to the powers of the Executive Director under the Act, where an authorised officer, inspector or authorised person has reasonable grounds to suspect that a licence holder has contravened the provisions of paragraph (a) of regulation Part 91.02.3(1) and paragraphs (a), (b) and (c) of Regulation Part 91.02.3(2), the authorised officer, inspector or authorised person may require the licence holder to undergo appropriate medical tests and to provide a copy of the report on testing to the authorised officer, inspector or authorised person within 24 hours of the report becoming available.
- (4) Should the licence holder refuse to submit to the test referred to in sub-regulation (3), or refuse to provide a copy of the report on testing in accordance with the requirements of subparagraph (3) the Executive Director may suspend or revoke the license in accordance with sections 43 and 45 of the Act.
- (5) The holder of a pilot licence issued in terms of this Part must carry the medical certificate, referred to in paragraph (a) of subparagraph (2), at all times when exercising the privileges of such licence, and must produce such certificate on demand by the Executive Director, an authorised officer, inspector or authorised person.
- (6) In the event that the aviation medical examiner is unable to submit a medical certificate in electronic data form to the Executive Director, the licence holder must submit a hard copy of the medical certificate to the Executive Director within 30 days.

## **Language**

### **61.01.14**

- (1) The holder of a pilot licence issued under this Part must have sufficient ability in reading, speaking and understanding the English language to satisfy the Executive Director that the holder will not be impaired or impeded in the due performance of his or her responsibilities as a pilot by reason of insufficient English language proficiency.
- (2) With the exception of a student pilot licence, no person may be issued with a pilot licence under this Part unless he or she has demonstrated the appropriate English Language Proficiency as prescribed in Document NAM-CATS-FCL-61 English Language Proficiency.

## **Logging of Flight Time**

### **61.01.15**

- (1) The holder of a pilot licence must maintain in a pilot logbook a record of all his or her flight time, instrument time, flight simulation training device time and instruction time. Electronic logbooks may be used, provided that the electronic data is printed on paper at least every 90 days, certified by an instructor and the printed pages filed sequentially in a binder available for inspection on request by the Executive Director, an authorised officer, an inspector or an authorised person.

- (2) The form of, and information to be contained in, a logbook referred to in subparagraph (1) and the manner in which such logbook must be maintained, must be as prescribed in Document NAM-CATS-FCL 61.
- (3) Entries in pilot logbooks must be made within the following periods after the completion of the flight to be recorded –
  - (a) in the case of flights not for hire and reward (Part 91 operations), flight training, and domestic commercial air transport operations: 7 days;
  - (b) in the case of international commercial air transport operations: 14 days;
  - (c) where a pilot is engaged in flight operations away from the base where the pilot logbook is normally kept, the periods specified in paragraphs (a) and (b) may be extended to 48 hours after return to base.
- (4) All pilots must retain their pilot logbooks for at least 60 months calculated from the date they no longer hold a valid pilot licence.
- (5) If the holder of a pilot licence carries out a number of flights upon the same day and the interval between successive flights does not exceed one hundred and eighty minutes, such series of flights may be recorded as a single entry, provided that in the case of a cross-country flight the route and intermediate stops must be recorded.
- (6) The holder of a pilot licence must forthwith make his or her logbook available for inspection upon request by the Executive Director, an authorised officer, inspector or authorised person and must submit a summary once annually together with this medical certificate.
- (7) Pilot-in-command recorded time.
  - (a) The holder of a valid pilot licence must log as pilot-in-command time only that flight time during which he or she is –
    - (i) the designated pilot-in-command of the aircraft; this is the case also if the designated pilot-in-command provides command supervision to another pilot in terms of paragraph (ii) below.
    - (ii) pilot-in-command-under-supervision (PICUS) provided there is no intervention by the supervising pilot-in-command and “PICUS” is indicated in the remarks column with the entry certified by the supervising pilot-in-command. PICUS may, irrespective of the licence held, be flown from either the left hand or the right hand seat, provided that the pilot is appropriately rated and the aircraft is either certificated for multi-pilot operations or required to be operated by two pilots in terms of Parts 91, 94, 96, 121, 127, 135 or 138.
    - (iii) carrying out a student solo flight and is the sole occupant of the aircraft (except in the case of an airship requiring an additional crew member) and “SOLO” is indicated in the remarks column;
    - (iv) giving flight instruction while occupying a pilot seat with access to the controls, provided that the time must also be logged as instructor time.
- (8) Co-pilot time
  - (a) The holder of a valid pilot licence and instrument rating (if an instrument rating is required for the flight), may log as co-pilot time only that flight time during which he or she is occupying a pilot seat and acting as co-pilot of an aircraft requiring a type rating provided that he or she holds the type rating (with or without a co-pilot restriction);
  - (b) An in-flight-relief pilot occupying a pilot seat of an aircraft requiring more than one pilot under the type certification of the aircraft, or as prescribed by the regulations under which the flight is conducted, may log the flight time as co-pilot time while occupying the seat as co-pilot provided that he or she writes “Third Pilot” in the remarks column.
- (9) Safety pilot time

- (a) Any pilot acting as safety pilot in terms of regulation 91.07.32 in Part 91 of these Regulations occupying a pilot seat, with an appropriate valid category, class or type rating, may log the flight as co-pilot. The flight time so acquired may not be credited towards the experience requirements for a higher grade pilot licence or a rating. The remarks column must be marked SAFETY PILOT.
- (10) Dual instruction time
- (a) Flight time during which the holder of a pilot licence is receiving dual instruction must be logged as dual flight time, and must include a record of the air exercises undertaken.
- (11) Instrument flight time
- (a) The pilot controlling an aircraft under actual or simulated instrument meteorological conditions solely by reference to instruments and without external reference points must log that time as instrument flight time.
- (b) An instructor conducting instrument flight training or an examiner conducting a skill or proficiency instrument test must log as instrument flight time all flight time in actual (not simulated) instrument meteorological conditions.
- (12) Flight time as designated flight examiner
- (a) When acting as flight examiner and occupying a pilot seat, whether as the designated pilot-in-command or not, and provided the examiner holds the appropriate valid class or type rating, the flight time may be logged as pilot-in-command time and furthermore, as flight instructor time, in the capacity of examiner, if the examiner holds the appropriate valid flight instructor rating.
- (b) When a flight examiner administers a skills test or proficiency check from a seat, other than a pilot seat, he or she may log the flight time as co-pilot time, provided he or she holds the appropriate valid rating for the particular aircraft, but may not log the time as flight instructor time.
- (c) Flight time accumulated as a designated flight examiner must be marked in the remarks column of the pilot's logbook as designated flight examiner (DFE) time.
- (d) Flight time accumulated as Official Flight Examiner (OFE) or Authorised Officer/Person (AO) must be marked in the remarks column of the pilot's logbook as OFE or AO.
- (13) Flight simulation time
- (a) All time accumulated during training on a flight simulation training device (FSTD) approved for instrument flight training must be logged as instrument time and flight simulation time and must be certified by the instructor in the pilot's logbook.
- (b) Instructors and examiners must keep a record of all instruction and examiner time carried out on an approved flight simulation training device and log the time as flight simulation training device time, provided that they are rated on the simulated aircraft type, and are holders of an FLIGHT SIMULATION TRAINING DEVICE instructor authorisation issued in terms of this Part.
- (14) Flight instruction time
- (a) Instructors may only log time as instructional time if they are providing the instruction for the issuance or renewal of licences, ratings or authorisations in terms of this Part. Line/route training conducted in terms of Parts 121, 127 and 135 may not be logged as instructional time.
- (b) If they occupy a pilot seat during instruction, instructors may also log the time as PIC or co-pilot time, whichever is applicable.

## **Curtailment of privileges of licence holders aged 60 years or more**

### **61.01.16**

A holder of a pilot licence who has attained the age of 60 years may not act as pilot of an aircraft engaged in international commercial air transport operations, except when operating as a member of a multi-pilot crew, in which case the licence holder may act as pilot of international commercial air transport operations up to the age of 65 years.

## **Requirements for skill tests**

### **61.01.17**

- (1) A candidate for a skill test prescribed in this Part must-
  - (a) have passed the appropriate theoretical knowledge examination, if a theoretical knowledge examination is required;
  - (b) present the result of the theoretical knowledge examination to the flight instructor or examiner prior to the skill test, if applicable;
  - (c) have successfully completed the appropriate training; and
  - (d) have acquired the appropriate experience.
- (2) A candidate for a skill test prescribed in this Part must have a training certificate, signed by a designated examiner, flight instructor or type rating instructor (TRI) who certifies that the candidate -
  - (a) has received and logged training time within 60 days preceding the date of the skill test in preparation for the skill test;
  - (b) is prepared for the skill test; and
  - (c) has demonstrated satisfactory knowledge of the subject in which the candidate was deficient in the theoretical knowledge examination.
- (3) A flight instructor or designated examiner or type rating instructor, as the case may be, must, prior to conducting the skill test concerned, ensure that the candidate -
  - (a) complies with the provisions of sub-regulation (1); and
  - (b) has an endorsement in his or her logbook as contemplated in sub-regulation (2).
- (4) Any skill test, proficiency check or other test or check as required by this Part, may be conducted in an approved flight simulation training device.

## **Change of name or address**

### **61.01.18**

- (1) If a pilot licence and rating issued in terms of this Part -
  - (a) does not correctly reflect the name or address of the holder thereof; or
  - (b) contains a photograph which is no longer a recognisable image of the holder thereof,such holder must, within 30 days from the day on which such name or address was changed, or from the day of the first determination that such photograph had become an unrecognisable image, apply to the Executive Director for the issuing of a replacement licence and rating document.
- (2) An application for the issuing of a replacement licence and rating document must be -
  - (a) made in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and
  - (b) accompanied by -
    - (i) the original licence and rating;

- (ii) in the case of a change of name, a copy of a certificate issued in terms of the Married Persons Equality Act, 1996 (Act No. 1 of 1996), the court order or any other legal document which verifies the change of name;
  - (iii) two recent passport size photographs of the applicant; and
  - (iv) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must -
  - (a) issue a replacement licence and rating document if the applicant complies with the requirements referred to in sub-regulation (2); and
  - (b) cancel and destroy the original licence and rating document.
- (4) Upon the issuing of a new licence the holder thereof must forthwith affix his or her usual signature in ink in the space on the new licence provided for such purpose.

## **Duplicate pilot licence**

### **61.01.19**

- (1) The holder of a pilot licence and rating which has been lost, destroyed or defaced to such an extent that the particulars thereon are illegible, must apply to the Executive Director for the issuing of a duplicate licence and rating.
- (2) An application for the issuing of a duplicate licence and rating must be -
  - (a) made in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and
  - (b) accompanied by -
    - (i) an appropriate valid medical certificate issued in terms of Part 67;
    - (ii) two recent passport size photographs of the applicant; and
    - (iii) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must -
  - (a) issue a duplicate licence and rating if the applicant complies with the requirements referred to in sub-regulation (2); and
  - (b) endorse the duplicate licence and rating with the word "DUPLICATE" thereon.
- (4) Upon the issuing of a duplicate licence the holder thereof must forthwith affix his or her usual signature in ink in the space on the duplicate licence provided for such purpose.
- (5) If, after the issuing of a duplicate licence and rating, the original licence and rating is found, the holder of the duplicate licence and rating must take all reasonable steps to obtain such original licence and rating and surrender it forthwith to the Executive Director.

## **Crediting of flight time and theoretical knowledge**

### **61.01.20**

- (1) The Executive Director may only accept, for crediting purposes, flight time entered in a pilot logbook that has been lost or destroyed, where such flight time can be substantiated by a means acceptable to the Executive Director.
- (2) A person acting as pilot of an aircraft while not complying with any requirement of this Part applicable to that person may not credit that flight time for any purpose.

- (3) A student pilot may be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a pilot licence.
- (4) A student, attending the integrated training referred to in sub-regulation 61.01.25, may be credited with pilot-in-command instrument time when flying under supervision, provided that the entries have been certified by the instructor in the remarks column of the pilot's logbook. Of these hours a maximum of 50 hours may be credited towards the pilot-in-command time required for the issue of a Commercial or Airline Transport Pilot Licence (Aeroplane or Helicopter, as applicable).
- (5) The holder of a valid Private Pilot Licence may be credited in full with all solo, dual flight instruction and pilot-in-command flight time towards the total flight time experience required for the issue of a rating or the Commercial Pilot Licence in the same aircraft category.
- (6) The holder of a Commercial Pilot Licence may be credited with the total flight time during which he or she acted as the designated pilot-in-command towards the total pilot-in-command flight time experience required for a rating or the Airline Transport Pilot Licence in the same aircraft category.
- (7) The holder of a private pilot or commercial pilot licence with the appropriate rating may be credited –
  - (a) in full with the flight time towards the total flight time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot ;.
  - (b) with not more than 50 percent of the co-pilot flight time towards the total time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified for operation by a single pilot but required by Parts 121, 127 or 135 to be operated with a co-pilot.
- (8) The holder of a Commercial Pilot Licence, who has completed a multi crew co-operation course (MCC), when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, may be credited to a maximum of 500 hours with such flight time towards the pilot-in-command flight time experience required for the Airline Transport Pilot Licence in the same aircraft category, provided that the supervision is in accordance with a programme approved by the Executive Director and such pilot-in-command time under supervision (PICUS) has been countersigned by the pilot-in-command
- (9) An airline transport pilot may be credited with the total flight time during which he or she acted as pilot-in-command or co-pilot of an aircraft normally required to be operated with a co-pilot, if such pilot is the holder of an appropriate valid type rating.
- (10) The holder of an aeroplane or helicopter license may be credited with the acquired flight time in one category to a maximum of 50% of the flight time required for the other category.
- (11) The holder of a recreational pilot licence, or PPL in any other category, who wishes to obtain a Private Pilot licence (aeroplane, powered lift or helicopter) must comply with the requirements as stipulated in sub-regulations 61.03.1 and technical standard 61.03.1 of Document NAM-CATS-FCL 61.
- (12) The holder of an aeroplane, powered lift or helicopter pilot licence, or an equivalent pilot licence in the weight-shift controlled microlight aeroplane, gyroplane or glider category who wishes to obtain a Private Pilot Licence (Aeroplane), or PPL (Powered-lift) or PPL (Helicopter) may be credited with up to a maximum of 10 hours. The additional 35 hours required must be addressed in a Private Pilot Licence training course that includes –
  - (a) a minimum of 20 hours dual instruction in the aircraft category for which the licence is sought; and
  - (b) a minimum of 15 hours solo flying time, which must include 5 hours cross country flying time and one triangular cross-country flight of at least 150 NM, on which at least one point must not be less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.

- (13) The holder of a recreational pilot licence endorsed with the conventional microlight aeroplane category who wishes to obtain a Private Pilot Licence (Aeroplane) may be credited with up to a maximum of 25 hours. The additional 20 hours required must be addressed in a Private Pilot Licence training course that includes –
  - (a) a minimum of 10 hours dual instruction in an aeroplane; and
  - (b) a minimum of 10 hours solo flying time, which must include 5 hours cross country flying time and one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.
- (14) The holder of a recreational pilot licence endorsed with the light sport aeroplane category who wishes to obtain a Private Pilot Licence (Aeroplane) may be credited with up to a maximum of 30 hours. The additional 15 hours required must be addressed in a Private Pilot Licence training course that includes –
  - (a) a minimum of 10 hours dual instruction in an aeroplane, which must include 5 hours instrument instruction time; and
  - (b) a minimum of 5 hours solo flying time, which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that, at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.
- (15) The holder of a recreational pilot licence endorsed with a category of conventional microlight aeroplanes or light sport aeroplanes is entitled to be credited with not more than 25 hours flight time acquired towards the total flight time experience prescribed for the issuing of a glider pilot licence.
- (16) A graduate of an approved airline transport pilot integrated training course, is entitled to be credited with not more than 50 hours of student pilot-in-command instrument time towards the pilot-in-command time required for the issuing of the airline transport pilot licence and a multi-engine type rating.
- (17) A graduate of an approved commercial pilot licence (instrument rating) integrated training course is entitled to be credited with not more than 20 hours of student pilot-in-command instrument time towards the pilot-in-command time required for the issuing of the commercial pilot licence and a multi-engine type rating.
- (18) A pilot manipulating the flight controls of an aircraft under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points, may be credited with the instrument flight time thus acquired toward the total instrument flight time experience required for a higher grade pilot licence, an instrument rating and for keeping an instrument rating current.
- (19) Dual instruction time must be counted in full towards the total flight time required for a higher grade pilot licence.
- (20) Time acquired as a pilot on a flight simulation training device approved for the purpose, while under the supervision of an appropriately qualified instructor, may be credited towards –
  - (a) required flight time experience for the issue of a pilot licence or rating, but only to the extent specified in each case in these Regulations;
  - (b) the instrument flight time experience required in terms of this Part and of Parts 91, 121, 127 or 135 for keeping the instrument rating current; and
  - (c) the revalidation of the instrument rating.
- (21) A pilot-in command, when supervising a pilot manipulating the flight controls of an aircraft under actual (but not simulated) instrument flight conditions, may be credited with the instrument flight time thus acquired towards the total instrument flight experience required as recent experience to maintain the currency of his or her instrument rating.

- (22) A flight examiner may be credited time towards the experience requirements for a rating or higher pilot licence, all the flight time accrued while carrying out skill testing or proficiency checking and logged in terms of regulation 61.01.15 i.e. –
- (a) pilot-in-command time if the examiner who holds the appropriate valid class rating or, where applicable, a type rating for the particular aircraft regardless of whether the examiner was the designated pilot-in-command or not; or
  - (b) flight instructor time, if the examiner holds the appropriate valid flight instructor rating; or
  - (c) instrument flight time for the time the flight was conducted under instrument meteorological conditions, if the examiner who holds a valid instrument rating.
- (23) The provisions of sub-regulation (22) apply only when the flight examiner was occupying a pilot seat.
- (24) For the purposes of calculating flight and duty times, as regulated by Parts 91, 121, 127 and 135 of these Regulations, any flight time accrued as flight examiner is deemed to be ‘other flying’, whether the examiner occupied a prescribed pilot seat or not.
- (25) A flight instructor may be credited with all instruction time acquired while giving flight instruction for the purpose of ab-initio flight training, advanced training for a higher licence, instrument training, instructor training, differences or familiarisation training, or safety training, as defined in Part 141, and training for ratings towards a higher grade flight instructor rating or the revalidation of the existing rating in that category and class of aircraft.
- (26) Instruction time acquired in line flying under supervision may only be recognised and logged as such if the Part 121, Part 127 or Part 135 operator has an approved scheme for line flying under supervision. A flight instructor may be credited with not more than three hours instruction time per sector so acquired towards a higher-grade flight instructor rating except in the cases of a flight exceeding 9 hours, whereby a maximum of one third of that flight time must be recognised.
- (27) A flight instructor may be credited with –
- (a) 25% of the instruction time acquired as a flight simulation training device instructor towards the revalidation of a flight instructor rating and towards a higher grade instructor rating. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 500 hours in the case of an upgrade to a Grade I flight instructor.
  - (b) 100% of the instruction time acquired in an approved simulator that is a full size replica of a specific type or make, model and series of aeroplane or helicopter flight deck and provided that the instructor is rated on the simulated aircraft type. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 1 000 hours in the case of an upgrade to a Grade I flight instructor.
- (28) The holder of a flight simulation training device authorisation, issued in terms of this Part, may be credited for all the instruction time given on an approved flight simulation-training device towards the maintenance of competency prescribed for such authorisation.
- (29) A Namibian Air Force pilot or navigator may request the Executive Director, in writing, to be fully or partially credited for theoretical knowledge requirements as detailed in Document NAM-CATS FCL 61.01.11 for individual licences or ratings issued in terms of Part 61. In the case of Namibian Air Force pilots, flight time must be credited in full towards the issue of a Namibian civilian pilot licence and ratings specified in this Part as detailed in NAM-CATS-FCL 61.
- (30) In the case of foreign military-trained pilots who can produce evidence satisfactory to the Executive Director of flying hours logged, such flying time must be credited in full towards the issue of a Namibian civilian pilot licence and ratings.

## **Designation of pilots**

### **61.01.21**

The Executive Director may designate a pilot to conduct the training and tests, in the circumstances and subject to the conditions, requirements, rules, procedures or standards, as prescribed in Document NAM-CATS-FCL 61.

## **Designated examiners**

### **61.01.22**

- (1) The Executive Director may designate an examiner when required to conduct any of the skill or proficiency tests required for the issuing or renewal of pilot licences in terms of Subpart 32.
- (2) The Executive Director must sign and issue to each designated examiner a document which must state the full name of such examiner and contain a statement that-
  - (a) such examiner has been designated in terms of sub-regulation (1); and
  - (b) such examiner is empowered to exercise the privileges of the designation.

## **Documentation**

### **61.01.23**

The Executive Director must ensure that a pilot licence and rating is issued in such a manner that the holder's operating capacity and validity thereof may readily be determined by any appropriate authority.

## **Register of licences**

### **61.01.24**

- (1) The Executive Director must maintain and keep safe within the Civil Aviation Registry established pursuant to Section 52 of the Act a register of all pilot licences issued or validated, and ratings issued, renewed, reissued or validated, in terms of the regulations in this Part.
- (2) The register must contain the following particulars, which must be recorded immediately upon issuing the licence or rating or validation:
  - (a) the full name of the holder of the licence;
  - (b) the postal and residential address of the holder of the licence;
  - (c) the telephone and, where applicable, telefax numbers of the holder of the licence;
  - (d) the date on which the licence was issued or validated;
  - (e) the number of the licence issued or validated;
  - (f) particulars of the ratings held by the holder of the licence;
  - (g) the nationality of the holder of the licence; and
  - (h) the date on which the licence or any rating is cancelled, if applicable.
- (3) The particulars referred to in sub-regulation (2) must be recorded in the register within seven days from the date on which the licence was issued or validated, or rating was issued, renewed, reissued or validated, or revoked, as the case may be, by the Executive Director.
- (4) A licence holder must notify the Executive Director within 14 days of any change of the particulars referred to in sub-regulation (2).

- (5) Any person may obtain a copy of the register upon payment of the fee as prescribed in Part 187: Provided that postal and residential addresses may not be divulged to third parties, except to law enforcement officers or pursuant to an order of the courts.

## **Training for the issuing of a licence, rating or validation**

### **61.01.25**

- (1) Training as required for the purpose of acquiring a licence, rating or validation as required by this Part, may only be provided by
- (a) the holder of an aviation training organisation approval issued in terms of Part 141 or
  - (b) a foreign aviation training organisation approved or accepted by the Executive Director; and under the provisions set out in Document NAM-CATS-FCL 61.
- (2) For training towards the issue of a pilot licence to be recognised as integrated training, such training must be conducted in accordance with an approved training course, meeting the conditions, requirements, rules, procedures and standards as prescribed in Appendix 3.0 to Document NAM-CATS-FCL 61 – CPL/IR(A)/ATPL(A) Integrated Course

## **Duties of pilot**

### **61.01.26**

A pilot must-

- (a) carry the pilot licence and rating issued to him or her, on his or her person when exercising the privileges thereof;
- (b) produce such licence and rating to an authorised officer, inspector or authorised person if so requested by such officer, inspector or person; and
- (c) produce such licence and rating to the authorised representative of an appropriate authority if so requested by such representative.

## **Endorsements and record keeping**

### **61.01.27**

- (1) An applicant for a licence, revalidation, class or type rating or any familiarisation or differences training for an aircraft must have the applicable rating endorsed in his or her pilot logbook as described in Document NAM-CATS-FCL 61.
- (2) The endorsement must include, but is not limited to, the following details –
- (a) Date of the skills test;
  - (b) Aircraft registration and type;
  - (c) Name and licence number of examiner;
  - (d) Name of the aviation training organisation (ATO).
- (3) The flight instructor or designated flight examiner conducting a skills test or revalidation check must stamp, sign and date each page of the applicable form before forwarding it to the Executive Director for processing and record keeping. The stamp must include the following details –
- (a) Initials and surname of flight instructor or examiner;

- (b) Pilot licence number of flight instructor or examiner;
- (c) Designation applicable to the flight instructor or examiner, such as Grade II Instructor or FE (A), as the case may be.

## **Payment of currency fee**

### **61.01.28**

- (1) The holder of a pilot licence must pay the annual currency fee as prescribed in Part 187 on the anniversary date of the licence.
- (2) The payment must, where applicable, be accompanied by the annual summary as prescribed by sub-regulation 61.01.15 (6) and the medical certificate as prescribed by sub-regulation 61.01.13.

## **SUBPART 2 STUDENT PILOT LICENCE**

### **Requirements for student pilot licence**

#### **61.02.1**

- (1) An applicant for the issue of a student pilot licence must -
  - (a) be 16 years or older, except where provided otherwise in Part 62; and
  - (b) hold a valid Class 2 medical certificate issued in terms of Part 67, which must be issued prior to the first solo flight.
- (2) The applicant must receive ab-initio flight training at a Part 141 approved training organisation. The training specified in Document SA-CATS FCL 61 must be completed prior to the first solo flight and must be to the level of knowledge, understanding, and skill required in order to ensure that the privileges would not permit student pilots to constitute a hazard to aviation.
- (3) The training referred to in sub-regulation (2) must be certified on the application form referred to in sub-regulation 61.02.2 by the holder of at least a Grade II Flight Instructor Rating. The certification for theoretical training required and competency in terms of radio proficiency may be signed by the same flight instructor.

### **Application for student pilot licence**

#### **61.02.2**

An application for a student pilot licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61, and must be accompanied by –

- (a) an original or certified proof of the identity of the applicant;
- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) the appropriate aircraft by name on which training will be conducted, provided that in the case of helicopters, that the student pilot will be restricted to two types of aircraft;
- (e) two recent passport-size photographs of the applicant; and

- (f) the appropriate fee as prescribed in Part 187.

## **Issuing of student pilot licence**

### **61.02.3**

- (1) The Executive Director must issue a student pilot licence in the appropriate format as prescribed by the Executive Director, if the applicant complies with the requirements referred to in regulation 61.02.2.
- (2) Upon the issuing of a student pilot licence the holder thereof must forthwith affix his or her signature in ink in the space on the licence provided for such purpose.

## **Certificate of competency**

### **61.02.4**

- (1) If, at the time of first qualifying to fly solo, the holder of a student pilot licence is not the holder of a restricted radiotelephony operator's certificate, he or she may nevertheless exercise the privileges of the licence: Provided that he or she is the holder of a certificate of competency issued by a flight instructor, wherein it is certified that -
  - (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
  - (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights -
    - (i) within the circuit area of the aerodrome where the training flights originate and terminate;
    - (ii) within the associated general flying area of such aerodrome;
    - (iii) on cross-country flights; and
    - (iv) with the exception of the control zone or aerodrome traffic zone of the aerodrome referred to in subparagraph (i), outside controlled airspace.
- (2) The certificate of competency referred to in sub-regulation (1) is valid for a period of three months calculated from the date on which such certificate was issued.

## **Period of validity**

### **61.02.5**

- (1) A student pilot licence is valid for the period for which the medical certificate held by the holder of the licence is valid, subject to the payment of the currency fee prescribed in regulation 61.01.28.
- (2) The holder of a valid Student Pilot Licence may not exercise the privileges of the licence unless he or she –
  - (a) is in the possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67; and
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13, in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director.

## **Privileges and limitations of student pilot licence**

### **61.02.6**

- (1) The holder of a valid student pilot licence may only fly solo at the age of 16 or more for the purpose of training for the applicable pilot licence -
  - (a) in the type of aircraft in which he or she is undergoing training as endorsed in his or her logbook;
  - (b) after a prior written authorisation thereto for a flight, or a sequence of flights, as prescribed in the relevant curriculum and all such flights are under the supervision of the holder of an appropriate and valid flight instructor rating, or a person appointed by the Chief Flying Instructor, provided that such person is the holder of at least a Private Pilot Licence ;
  - (c) without carrying any passengers;
  - (d) on a flight other than an international flight; and
  - (e) in VMC by day.
- (2) Notwithstanding the provision of sub-regulation (1)(e), a student undergoing the integrated training may exercise the privileges of his or her student pilot licence also –
  - (a) in VMC by night, if he or she is the holder of a valid night rating; and
  - (b) under IFR, if he or she is the holder of a valid instrument rating.
- (3) Except in an emergency, no student pilot may land or take-off in an aeroplane from an area other than an aerodrome.
- (4) If a student pilot has executed an emergency landing with an aeroplane, in an area other than an aerodrome, only the holder of a Commercial or Airline Transport Pilot Licence, or another pilot approved for the purpose in writing by the Executive Director may fly the aircraft out of that area.

## **Discontinuance of Flight Training**

### **61.02.7**

The Director may permanently discontinue the flight training of any student pilot due to safety concerns. The procedure for making a recommendation to the Director for the discontinuance of flight training is prescribed in Document NAMCATS 61.

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

### **61.02.7**

- (1) A student pilot, undergoing integrated training may undergo training for, and apply for, a night rating and an instrument rating.
- (2) An application for a night rating or an instrument rating must be made in accordance with the provisions in Subparts 24 or 18 as the case may be.

## **Reissue**

### **61.02.8**

- (1) The holder of a student pilot licence which has expired due to the lapse of the period referred to in regulation 61.02.5, may apply to the Executive Director for the reissuing of such licence.
- (2) The Executive Director must reissue a student pilot licence if the holder of the expired licence complies with the requirements referred to in regulation 61.02.1.
- (3) The provisions of regulation 61.02.1 apply mutatis mutandis to an application referred to in sub-regulation (1).

## **SUBPART 3 PRIVATE PILOT LICENCE (AEROPLANE)**

### **Requirements for private pilot licence (aeroplane)**

#### **61.03.1**

- (1) An applicant for the issue of a private pilot licence (aeroplane) must -
  - (a) be 17 years or older;
  - (b) hold a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (c) hold a valid restricted radiotelephony operator's Licence;
  - (d) show satisfactory evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following –
    - (i) a pilot licence (aeroplane) issued by another Contracting State; or
    - (ii) a Namibian Air Force pilot qualification (aeroplane); or
    - (iii) a Recreational Pilot Licence issued in terms of Part 62;
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organization ;
  - (g) have successfully passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61 CARS Part 61 and,
  - (h) have undergone the skill test referred to in regulation 61.03.4.
- (2) The applicant for a private pilot licence (aeroplane) must have completed not less than 45 hours of flight time with a Part 141 aviation training organisation as a pilot of an aeroplane of which-
  - (a) at least 25 hours are dual instruction in aeroplanes, which must include 5 hours instrument instruction time; and
  - (b) at least 15 hours are accumulated in solo flight, of which at least five hours are cross-country flight time; which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and
  - (c) a maximum of five hours dual instruction time may be accumulated in an approved Flight Simulator Training Device.
- (3) Namibian Air Force Pilots may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.
- (4) Notwithstanding the provisions in sub-regulation (2) above, the experience required for the holder of a Glider or Gyroplane Pilot Licence or of a Recreational Pilot Licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum specified in regulation 61.01.20.

### **Application for, and Issue of, a Private Pilot Licence (Aeroplane)**

#### **61.03.2**

- (1) An application for a Private Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.03.1 (1)(d) and (e);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of regulation 61.03.1(1);
  - (d) the applicant’s flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Private Pilot Licence (Aeroplane), if he or she is satisfied;
  - (a) that the applicant complies with the requirements referred to in regulation 61.03.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Private Pilot Licence (Aeroplane) must be issued in the format determined by the Executive Director.
- (5) The holder of a Private Pilot Licence (Aeroplane) must, upon receipt of the Private Pilot Licence (Aeroplane), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.03.3**

An applicant for the issue of a private pilot licence (aeroplane) must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.03.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Private Pilot Licence (Aeroplane).

## **Skill test**

### **61.03.4**

- (1) An applicant for the issue of a private pilot licence (aeroplane) must have demonstrated to a Chief Flying Instructor (Aeroplane) of an approved Part 141 aviation training organisation or a Grade I or II flight instructor (Aeroplane) appointed in terms of Document NAM-CATS-FCL 61 by the Chief Flying Instructor of the approved Part 141 aviation training organization, , the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence (aeroplane).
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The holder of a Private Pilot Licence (Aeroplane) must have flown a minimum of 3 hours as pilot-in-command of aeroplanes in the six months preceding the relevant skills test.

- (4) The skills test must be conducted in an aircraft with a maximum certificated mass of more than 450 kg.

## **Period of validity**

### **61.03.5**

- (1) A private pilot licence (aeroplane) is valid for an indefinite period subject to the following:
- (a) the licence must be accompanied by a valid medical certificate as prescribed in regulation 61.03.01;
  - (b) the holder must comply with the maintenance of competency in terms of regulation 61.03.8 annually and fitness in terms of section 68 (4) of the Act; and
  - (c) submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6 (10).

## **Privileges of private pilot licence (aeroplane)**

### **61.03.6**

- (1) The holder of a Private Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she -
- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the requirements for maintenance of competency in regulation 61.03.8 and
  - (d) complies with the requirement of section 68(4) of the Act.
- (2) The holder of a valid Private Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot (as specified in regulation 61.03.6 (b)) of any aeroplane for which he or she holds the appropriate valid class rating or type rating by name.
- (3) The holder of a Private Pilot Licence (Aeroplane) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
- (4) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.03.7, if the holder holds the appropriate valid rating.
- (5) The holder of a Private Pilot Licence (Aeroplane) may –
- (a) act as co-pilot of any aeroplane on which a co-pilot is not a requirement;
  - (b) not act as pilot-in-command of an aeroplane that is carrying passengers or freight for hire or reward;
  - (c) not be remunerated for acting in any pilot capacity in an aeroplane;
  - (d) act as a pilot-in command of an aeroplane in the course of his or her own or employer's business, provided that –
    - (i) the flight is only incidental to that business or employment; and
    - (ii) the aeroplane does not carry passengers or freight for reward or hire.

- (6) For the purpose of this regulation "remuneration" does not include the pro rata sharing of the direct operating costs of a flight among the passengers of an aeroplane, in which case the flight is deemed to be a non-revenue flight.

## **Ratings for special purposes**

### **61.03.7**

- (1) The ratings for special purposes associated with a private pilot licence (aeroplane) are -
- (a) an instrument rating;
  - (b) a night rating;
  - (c) a post maintenance test flight rating;
  - (d) a tug pilot rating;
  - (e) an agricultural pilot rating;
  - (f) an aerobatics rating; and
  - (g) a tow rating..
- (2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 18, 24, 25, 26, 27, 31, 33, as the case may be.

## **Maintenance of competency**

### **61.03.8**

- (1) The holder of a Private Pilot Licence (Aeroplane) must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
- (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if re-validated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a private pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane with passengers on board by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in an aeroplane of the same type or similar type or in an approved flight simulation device appropriate to the type.
- (3) The holder of a private pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane with passengers on board by night, unless he or she holds a night rating and has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in an aeroplane of the same type or similar type or in an approved flight simulation device appropriate to the type: Provided that if the holder complies with the provisions of this sub-regulation, such holder is exempt from the provisions of sub-regulation (2).
- (4) The holder of a private pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures established by the Executive Director or by an appropriate authority -

- (a) executed at least two instrument approaches in a simulator, or in an aeroplane, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Private Pilot Licence (Aeroplane) who has not maintained competency by passing an initial licence skills test or a revalidation check in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
- (a) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undertake sufficient ground and flight training at an approved aviation training organisation to reach the standard required for the revalidation check/test and meet the recency requirements to act as PIC; and
    - (iii) pass an initial licence skills test in the same category of aircraft.
- (6) The holder of a PPL (Aeroplane) who has not flown a minimum of 3 hours as PIC of aeroplanes in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Aeroplanes), and meet the recency requirements to act as PIC.

## **Recency requirements for a Private Pilot Licence (Aeroplane)**

### **61.03.9**

The holder of a Private Pilot Licence (Aeroplane) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 4 PRIVATE PILOT LICENCE (HELICOPTER)**

### **Requirements for private pilot licence (helicopter)**

#### **61.04.1**

- (1) An applicant for the issue of a private pilot licence (helicopter) must -
- (a) be 17 years or older;
  - (b) hold at least a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (c) hold a valid restricted radiotelephony operator's certificate;
  - (d) show evidence of holding a valid student pilot licence or having held, within the previous 60 months, any of the following –
    - (i) a pilot licence (helicopter) issued by a Contracting State; or

- (ii) a South African Air Force pilot qualification (helicopter); or
  - (iii) a Recreational Pilot Licence issued in terms of Part 62;
  - (e) hold English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation ;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (h) have undergone the skill test referred to in regulation 61.04.4.
- (2) An applicant for a Private Pilot Licence (Helicopter) must have completed not less than 50 hours flight time as pilot of a helicopter of which –
- (a) at least 25 hours are dual instruction in helicopters; and
  - (b) at least 15 hours are accumulated in solo flight, of which five hours are cross-country flight time;
- (3) The solo cross-country flight time referred to in sub-regulation (2)(b) above must include one triangular cross-country flight of at least 100 NM, in the course of which satisfactory full-stop landings at two different aerodromes away from base must have been made.
- (4) A maximum of 5 hours dual instruction time may be accumulated in a helicopter flight simulation training device approved for the purpose by the Executive Director.
- (5) Namibian Air Force pilots may apply for equivalency crediting for some or all of these requirements as indicated in sub-regulation 61.01.11.

## **Application for, and Issue of, a Private Pilot Licence (Helicopter)**

### **61.04.2**

- (1) An application for a Private Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of satisfactory completion of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with sub-regulation 61.04.1(1)(d) and (e);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of sub-regulation 61.04.1(1).
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Private Pilot Licence (Helicopter), if he or she is satisfied that the applicant complies with the requirements referred to in regulation 61.04.1 and the requirements of the Act.
- (4) A Private Pilot Licence (Helicopter) must be issued in the format determined by the Executive Director.

- (5) The holder of a Private Pilot Licence (Helicopter) must, upon receipt of the Private Pilot Licence (Helicopter), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.04.3**

An applicant for the issue of a private pilot licence (helicopter) must have passed all the theoretical examinations for a Private Pilot Licence (Helicopter) referred to in paragraph (f) of sub-regulation 61.04.1(1), within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the taking of the skills test for a Private Pilot Licence (Helicopter).

## **Skill test**

### **61.04.4**

- (1) An applicant for the issue of a private pilot licence (helicopter) must undergo the skills test for a Private Pilot Licence (Helicopter), referred to in paragraph (g) of sub-regulation 61.04.1(1), within 30 days of the last period of dual instruction.
- (2) The applicant must have demonstrated to a Chief Flying Instructor (Helicopter) of an approved Part 141 aviation training organisation or a Grade II or I flight instructor (Helicopter) appointed in terms of Document NAM-CATS-FCL 61 by the chief flying instructor of the approved Part 141 aviation training organization, the ability to perform as pilot-in-command of a helicopter, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence (helicopter).
- (3) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (4) The holder of a Private Pilot Licence (Helicopter) must have flown a minimum of 3 hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

## **Period of validity**

### **61.04.5**

A private pilot licence (helicopter) is valid for an indefinite period subject to the following: -

- (a) the licence must be accompanied by a valid medical certificate as prescribed by regulation 61.04.1;
- (b) the holder must comply with the maintenance of competency in terms of regulation 61.04.8 annually; and
- (c) submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in 61.01.6(10).

## **Privileges of private pilot licence (helicopter)**

### **61.04.6**

- (1) The holder of a Private Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she –
  - (a) is in possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements.
- (2) The holder of a valid Private Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating by name;
- (3) The holder of a Private Pilot Licence (Helicopter) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
- (4) The holder of a valid private pilot licence (helicopter) is entitled to act, as pilot-in-command or co-pilot as specified in sub-regulation (5) of any helicopter engaged in non-revenue flights for which he or she is type rated.
- (5) If the holder of a Private Pilot Licence (Helicopter) has the appropriate valid rating, he or she may furthermore exercise the privileges of the licence for any of the special purposes referred to in regulation 61.04.7
- (6) The holder of a Private Pilot Licence (Helicopter) may –
  - (a) act as co-pilot of any helicopter on which a co-pilot is not a requirement;
  - (b) not act as pilot-in-command of an helicopter that is carrying passengers or freight for reward or hire.
  - (c) not be remunerated for acting in any pilot capacity in an helicopter.
  - (d) act as a pilot-in command of a helicopter in the course of his or her own or employer's business, provided that –
    - (i) the flight is only incidental to that business or employment; and
    - (ii) the helicopter does not carry passengers or freight for reward or hire.
- (7) for the purpose of this regulation "remuneration" does not include the pro rata sharing of the direct operating costs of a flight among the occupants of a helicopter, in which case the flight is deemed to be a non-revenue flight.

## **Ratings for special purposes**

### **61.04.7**

- (1) The ratings for special purposes associated with a private pilot licence (helicopter) are -
  - (a) an instrument rating;
  - (b) a night rating;
  - (c) a post maintenance test flight rating;
  - (d) agricultural pilot ratings; and
  - (e) helicopter game or livestock cull rating.
- (2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 18, 24, 25, 30, or 31, as the case may be.

## Maintenance of competency

### 61.04.8

- (1) A Private Pilot Licence (Helicopter) must undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a private pilot licence (helicopter) may not act as pilot-in-command of a helicopter with passengers or cargo or a combination thereof on board, by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three circuits, including the take-off and landing, in a helicopter of the same type or a similar type or in an approved flight simulation device.
- (3) The holder of a private pilot licence (helicopter) may not act as pilot-in-command of a helicopter with passengers on board by night, unless he or she holds a night rating and has, within the 90 days immediately preceding such flight executed not less than three circuits, including the take-off and landing, by night in a helicopter of the same type or a similar type or in an approved flight simulation device: Provided that if the holder complies with the provisions of this subregulation, such holder is exempt from the provisions of subregulation (2).
- (4) The holder of a private pilot licence (helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority -
  - (a) executed at least two instrument approaches in a simulator or in a helicopter, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Private Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft;
  - (b) in the case of a holder of a Private Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law examination;
    - (ii) sufficient ground and flight training at an approved aviation training organisation to reach the standard required for the revalidation check/test and meet the recency requirements to act as; and
    - (iii) pass an initial licence skills test in the same category of aircraft;
- (6) The holder of a PPL (Helicopter) who has not flown a minimum of 3 hours as PIC of helicopters in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved

ATO to reach the standard required for the revalidation check of a PPL (Helicopter), and meet the recency requirements to act as PIC.

## **Recency requirements for a Private Pilot Licence (Helicopter)**

### **61.04.9**

The holder of a Private Pilot Licence (Helicopter) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 5 COMMERCIAL PILOT LICENCE (AEROPLANE)**

### **Requirements for commercial pilot licence (aeroplane)**

#### **61.05.1**

- (1) An applicant for the issue of a commercial pilot licence (aeroplane) must -
  - (a) be 18 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) produce satisfactory evidence of holding or having held in the previous 60 months the following:
    - (i) a valid private pilot licence (aeroplane);
    - (ii) a valid pilot licence (aeroplane) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (aeroplane); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director; and
    - (v) a valid night rating;
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (h) have undergone the skill test referred to in regulation 61.05.4.
- (2) An applicant for the issue of a commercial pilot licence (aeroplane) must have completed not less than -
  - (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a flight simulation device approved for this purpose; or
  - (b) 150 hours of flight time, if he or she has successfully completed the integrated training referred to in regulation 61.01.25:
- (3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2) must include -
  - (a) 100 hours as pilot-in-command or 70 hours as pilot-in-command in the case of an applicant who has undergone the integrated training;

- (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 300 nm with not less than two full-stop landings at different aerodromes away from base must have been made; and
  - (c) five hours of night flying as pilot-in-command, including not less than five take-offs and five landings by night and a cross-country flight of at least three legs, each of a minimum length of 50 NM; and
  - (d) 20 hours of instrument flight instruction, of which not more than 10 hours may have been acquired in a flight simulation device approved for this purpose; and
  - (e) at least 5 hours instruction in an aeroplane with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine.
- (4) A Namibian Air Force pilot or navigator may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for, and Issue of, a Commercial Pilot Licence (Aeroplane)**

### **61.05.2**

- (1) An application for a Commercial Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the completion of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) acceptable documentary evidence of compliance with regulation 61.05.1(1)(d) and (e);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.05.1(1)(g) and 61.01.7;
  - (d) the applicant’s flying logbook summarised in the format as prescribed in the Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Commercial Pilot Licence (Aeroplane), if he or she is satisfied;
  - (a) that the applicant complies with the requirements referred to in regulation 61.05.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Commercial Pilot Licence (Aeroplane) must be issued in the format determined by the Executive Director.
- (5) The holder of a Commercial Pilot Licence (Aeroplane) must, upon receipt of the Commercial Pilot Licence (Aeroplane), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.05.3**

An applicant for the issue of commercial pilot licence must have passed the last theoretical knowledge examination within 36 months preceding the completion of the skill test for a Commercial Pilot Licence (Aeroplane).

### **Skill test**

#### **61.05.4**

- (1) An applicant for the issue of a commercial pilot licence (aeroplane) must undergo the skills test for a Commercial Pilot Licence (Aeroplane), referred to in paragraph (g) of regulation 61.05.1(1), within 30 days of the last period of dual instruction.
- (2) An applicant must have demonstrated to a designated flight examiner, the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence (aeroplane).
- (3) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (4) The skill test must have been conducted in a complex aeroplane with variable pitch propellers, adjustable flaps and retractable undercarriage or turbojet engines.
- (5) The holder of a Commercial Pilot Licence (Aeroplane) must have flown a minimum of 3 hours as pilot-in-command of aeroplanes in the six months preceding the relevant skills test.

### **Period of validity**

#### **61.05.5**

A commercial pilot licence (aeroplane) is valid for an indefinite period, subject to the following:

- (a) the licence must be accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.05.1;
- (b) the holder comply with the maintenance of competency in terms of regulation 61.05.8 annually; and
- (c) submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in 61.01.6(10).

### **Privileges of commercial pilot licence (aeroplane)**

#### **61.05.6**

- (1) The holder of a Commercial Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements, and

- (d) complies with the requirement of section 68(4) of the Act.
- (2) The holder of a valid Commercial Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot of any aeroplane for which he or she holds the appropriate valid class rating or type rating;
- (3) The holder of a Commercial Pilot Licence (Aeroplane) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
- (4) The holder of a valid commercial pilot licence (aeroplane) may in the type of aeroplane for which he or she is rated, be entitled to -
  - (a) in operations other than the carrying of passengers or freight for reward, act as pilot-in-command in any aeroplane;
  - (b) act as pilot-in-command in commercial air transport operations in any aeroplane certificated for single-pilot operations;
  - (c) act as co-pilot in commercial air transport operations in any aeroplane required to be operated with a co-pilot;
  - (d) act as a safety pilot; and
  - (e) exercise all the privileges referred to in this sub-regulation, by night.
- (5) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.7, if the holder holds the appropriate valid rating.

## **Ratings for special purposes and certificate**

### **61.05.7**

- (1) The ratings for special purposes and certificate associated with a commercial pilot licence (aeroplane) are -
  - (a) A night rating;
  - (b) an instrument rating;
  - (c) flight instructor rating (aeroplane);
  - (d) test pilot rating;
  - (e) a tug pilot rating;
  - (f) aerobatics rating;
  - (g) tow pilot rating; and
  - (h) an agricultural pilot rating.
- (2) An application for any rating or the certificate referred to in sub regulation (1) must be made in accordance with the regulations in Subpart 18, 20, 24, 25, 26, 27, 31 or 33, as the case may be.

## **Maintenance of competency**

### **61.05.8**

- (1) A Commercial Pilot Licence (Aeroplane) must undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or

- (b) the beginning of the month following the date of –
  - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a commercial pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings in an aeroplane of the same type or a similar type, or in an approved flight simulation device.
- (3) The holder of a commercial pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings by night in an aeroplane of the same type or a similar type or in an approved flight simulation device: Provided that if the holder complies with the provisions of this sub regulation, such holder is exempt from the provisions of sub regulation (2).
- (4) The holder of a commercial pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority -
  - (a) executed at least two instrument approaches in a simulator or in an aeroplane, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Commercial Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law examination;
    - (ii) undergo sufficient ground and flight training at an approved aviation training organisation (ATO) to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as pilot in command (PIC).; and
    - (iii) pass a an initial licence skills test in the same category of aircraft
- (6) The revalidation check must be undertaken in an aeroplane with adjustable flaps and –
  - (a) variable pitch propeller; or
  - (b) a turbojet engine; or
  - (c) in an approved flight simulation training device.
- (7) The holder of a CPL (Aeroplane) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC.

## **Recency requirements for a Commercial Pilot Licence (Aeroplane)**

### **61.05.9**

(1) The holder of a Commercial Pilot Licence (Aeroplane) must comply with the recency requirements of Part 91, regulation 91.02.4.

## **SUBPART 6 COMMERCIAL PILOT LICENCE (HELICOPTER)**

### **Requirements for commercial pilot licence (helicopter)**

#### **61.06.1**

- (1) An applicant for the issue of a commercial pilot licence (helicopter) must -
- (a) be 18 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) produce satisfactory evidence of holding or having held, within the previous 60 months, the following –
    - (i) a valid Private Pilot Licence (Helicopter); or
    - (ii) a valid pilot licence (helicopter) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (helicopter); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (h) have undergone the skill test referred to in regulation 61.06.4.
- (2) An applicant for the issue of a commercial pilot licence (helicopter) must have completed not less than -
- (a) 200 hours of flight time, which may include 30 hours of flight instruction time in a helicopter flight simulation training device (FSTD), approved by the Executive Director for the purpose; or
  - (b) 150 hours of flight time, which may include 30 hours of flight instruction time in a helicopter flight simulation training device, approved for the purpose, if he or she has successfully completed the integrated training referred to in regulation 61.01.25.
- (3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2) must include -
- (a) 100 hours as pilot-in-command or 70 hours as pilot-in-command in the case of an applicant who has undergone the relevant integrated training; and
  - (b) 20 hours of cross-country flight time as pilot-in-command, including a cross-country flight in the course of which landings at two different points away from base have been made; and

- (c) 10 hours of instrument instruction time of which not more than five hours may be acquired in an approved flight simulation device; and
  - (d) if the privileges of the licence are to be exercised by night, five hours of night flight time including five take-offs and five landing patterns as pilot-in-command.
- (4) A Namibian Air Force pilot or navigator may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for, and Issue of, a Commercial Pilot Licence (Helicopter)**

### **61.06.2**

- (1) An application for a Commercial Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form as prescribed in Document NAM -CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulations (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) acceptable documentary evidence of compliance with paragraph (d) and (e) of sub-regulation 61.06.1(1);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of sub-regulation 61.06.1(1) and regulation 61.01.7;
  - (d) the applicant’s flying logbook summarised in the format as prescribed in the Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Commercial Pilot Licence (Helicopter), if he or she is satisfied-
  - (a) that the applicant complies with the requirements referred to in regulation 61.06.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Commercial Pilot Licence (Helicopter) must be issued in the format prescribed by the Executive Director.
- (5) The holder of a Commercial Pilot Licence (Helicopter) must, upon receipt of the Commercial Pilot Licence (Helicopter), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.06.3**

The applicant must have passed all the theoretical examinations for a Commercial Pilot Licence (Helicopter) referred to in paragraph (f) of sub-regulation 61.04.1(1), within a period of 36 months preceding the skills test for a Commercial Pilot Licence (Helicopter).

## **Skill test**

### **61.06.4**

- (1) An applicant for a Commercial Pilot Licence (Helicopter) must undergo the skills test for a Commercial Pilot Licence (Helicopter) referred to in paragraph (h) of sub-regulation 61.06.1(1) within 30 days of the last period of dual instruction.
- (2) An applicant for the issue of a commercial pilot licence (helicopter) must have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a helicopter, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence (helicopter).
- (3) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (4) The initial skill test must be conducted in a helicopter of not less than 500 kg maximum certificated mass.
- (5) The holder of a Commercial Pilot Licence (Helicopter) must have flown a minimum of 3 hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

## **Period of validity**

### **61.06.5**

A commercial pilot licence (helicopter) is valid for an indefinite period subject to the following:

- (a) The licence must be accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.06.1;
- (b) The holder must comply with the maintenance of competency in terms of regulation 61.06.8 annually
- (c) The holder of the license must at all times satisfy the condition set out in section 68(4) of the Act; and
- (d) The holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in 61.01.6 (10).

## **Privileges of commercial pilot licence (helicopter)**

### **61.06.6**

- (1) The holder of a Commercial Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements as prescribed in regulation 61.06.8.
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) The holder of a valid Commercial Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating by name.

- (3) The holder of a Commercial Pilot Licence (Helicopter) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
- (4) The holder of a valid commercial pilot licence (helicopter) may, in the type of helicopter for which he or she is rated, exercise the following privileges-
  - (a) exercise all the privileges of a private pilot licence (helicopter);
  - (b) in operations other than the carrying of passengers or freight for hire or reward act as pilot-in-command in any helicopter;
  - (c) act as pilot-in-command in commercial air transport operations in any helicopter certificated for single-pilot operations;
  - (d) act as co-pilot in commercial air transport operations in any helicopter required to be operated with a co-pilot; and
  - (e) act as a safety pilot.
- (5) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.06.7, if the holder holds the appropriate valid rating.

## **Ratings for special purposes and certificate**

### **61.06.7**

- (1) The ratings for special purposes and certificate associated with a commercial pilot licence (helicopter) are -
  - (a) an instrument rating;
  - (b) flight instructor rating;
  - (c) a night rating;
  - (d) a test pilot rating;
  - (e) a helicopter sling-load rating;
  - (f) a helicopter winching rating;
  - (g) a helicopter game or livestock cull rating; and
  - (h) an agricultural pilot rating.
- (2) An application for any rating or the certificate referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 18, 20, 21, 24, 25, 28, 29, 30, or 31, as the case may be.

## **Maintenance of competency**

### **61.06.8**

- (1) The holder of a Commercial Pilot Licence (Helicopter) must undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-para (i).

- (2) The holder of a commercial pilot licence (helicopter) may not act as pilot-in-command of a helicopter transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three circuits, including take-off and landing, in a helicopter of the same type or a similar type or in an approved flight simulation device.
- (3) The holder of a commercial pilot licence (helicopter) may not act as pilot-in-command of a helicopter transporting passengers by night, unless he or she holds a night rating and has, within the 90 days immediately preceding the flight executed not less than three circuits, including three take-offs and three landings, by night in a helicopter of the same type or a similar type or in an approved flight simulation device: Provided that if the holder complies with the provisions of this sub-regulation such holder is exempt from the provisions of sub-regulation (2).
- (4) The holder of a commercial pilot licence (helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she holds a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority -
  - (a) executed at least two instrument approaches in a simulator or in a helicopter, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Commercial Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft;
  - (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law examination;
    - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Aeroplane), and meet the recency requirements to act as PIC.; and
    - (iii) pass a an initial licence skills test in the same category of aircraft;
- (6) The holder of a CPL (Helicopter) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Helicopter), and meet the recency requirements to act as PIC.

## **Recency requirements for a Commercial Pilot Licence (Helicopter)**

### **61.06.9**

The holder of a Commercial Pilot Licence (Helicopter) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 7 AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)**

### **Requirements for airline transport pilot licence (aeroplane)**

#### **61.07.1**

- (1) An applicant for the issue of an airline transport pilot licence (aeroplane) must -
  - (a) be 21 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) produce satisfactory evidence of holding or having held within the previous 60 months, the following –
    - (i) a valid Namibian Commercial Pilot Licence (Aeroplane); or
    - (ii) a valid pilot licence (aeroplane) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (aeroplane); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director; and
    - (v) a valid instrument rating;
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61;
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61 referred to in regulation 61.07.3;
  - (h) have undergone the skill test referred to in regulation 61.07.4; and
  - (i) have, within the previous 60 months, completed a multi-crew cooperation course.
- (2) An applicant for the issue of an airline transport pilot licence (aeroplane) must have completed, in aeroplanes, not less than 1500 hours of flight time, of which -
  - (a) 500 hours must be pilot-in-command-under-supervision; or
  - (b) 250 hours must be as pilot-in-command of which up to 150 hours may be pilot-in-command-under-supervision; and
  - (c) 200 hours must be cross-country flight time, of which 100 hours may be as co-pilot or as pilot in command, under supervision;
  - (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in a flight simulation device approved for this purpose;
  - (e) 100 hours must be night flight time as pilot-in-command.
  - (f) not more than 100 hours of the total flight time may be acquired in an approved flight simulation device.
- (3) For the purposes of sub-regulation (2), in the case of single-pilot aeroplanes operated by two pilots according to operational requirements as approved by the Executive Director, both pilots must have successfully completed the multi-crew co-operation training as specified in this Part.

- (4) The 1500 hours flying experience referred to in sub-regulation (2) may comprise flight time in any of the following capacities –
- (a) As pilot-in-command, counted in full;
  - (b) As pilot under instruction (dual), counted in full;
  - (c) As co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
  - (d) As an appropriately rated co-pilot, counted in full;
  - (e) As student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Aeroplane), counted in full, provided that the Part 141 aviation training organisation has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time;
  - (f) A maximum of 100 hours may have been completed in a flight simulation training device of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1;
  - (g) Up to 50 percent of the 1500 hours and each of the requirements specified in sub-regulations (2) (a), (b), (c) (d) and (e) above may be completed in helicopters;
  - (h) A maximum of 30 hours flight time in touring motor gliders, gliders, micro light aircraft (excluding a weight-shift micro light aeroplane, or an aeroplane with a maximum take-off mass of less than 450 kg), may be counted towards the 1500 hours experience requirement.
- (5) A Namibian Air Force pilot flight instructor or navigator instructor may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for and Issue of an Airline Transport Pilot Licence (Aeroplane)**

### **61.07.2**

- (1) An application for an Airline Transport Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulations (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) acceptable documentary evidence of compliance with paragraphs (d) and (e) of regulation 61.07.1(1);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of regulation 61.07.1(1) and regulation 61.01.7;
  - (d) the applicant's flying logbook summarised in the format as prescribed in NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airline Transport Pilot Licence (Aeroplane), if he or she is satisfied;

- (a) that the applicant complies with the requirements referred to in regulation 61.07.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) An Airline Transport Pilot Licence (Aeroplane) must be issued in the format determined by the Executive Director.
- (5) The holder of an Airline Transport Pilot Licence (Aeroplane) must, upon receipt of the Airline Transport Pilot Licence (Aeroplane), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.07.3**

- (1) Candidates who obtain a credit or a pass for the Airline Transport Pilot Licence (Aeroplane) (ATPL/A) subjects have 36 months to obtain an Instrument Rating (IR). The ATPL/A subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.
- (2) Where a candidate has previously passed all ATPL/A theoretical knowledge examinations but was not issued with an instrument rating within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the most senior person responsible for training of the approved Part 141 aviation training organisation.

## **Skill test**

### **61.07.4**

- (1) An applicant for the issue of an airline transport pilot licence (aeroplane) must have demonstrated to a designated examiner, the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence (aeroplane).
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.07.3 and within the 90 days immediately preceding the date of application.
- (3) The skill test must have been conducted in a multi-engine aeroplane which is required to be operated with a co-pilot and which has variable pitch propellers or turbine engines, adjustable flaps and retractable undercarriage, or in an approved flight simulator training device.

## **Period of validity**

### **61.07.5**

An airline transport pilot licence (aeroplane) is valid for an indefinite period: Provided that the privileges of the licence may not be exercised by the holder thereof unless -

- (a) he or she holds a valid Class 1 medical certificate issued in terms of Part 67;
- (b) he or she complies with the provisions of regulation 61.07.11;
- (c) he or she holds an appropriate valid type rating; and
- (d) he or she holds a valid instrument rating.

- (e) he or she satisfies the condition set out in section 68(4) of the Act;
- (f) the licence must be accompanied by a valid medical certificate as prescribed by regulation 61.01.13;
- (g) the holder must comply with the maintenance of competency in terms of regulation 61.04.8 annually; and
- (h) submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in 61.01.6(10).

## **Privileges of airline transport pilot licence (aeroplane)**

### **61.07.6**

- (1) The holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise the privileges of the licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements.
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) The holder of a valid airline transport pilot licence (aeroplane) is entitled to -
  - (a) exercise all the privileges of a private and commercial pilot licence (aeroplane);
  - (b) act as pilot-in-command of an aeroplane engaged in air transport operations; and
  - (c) exercise all the privileges referred to in this sub-regulation under IFR.
- (3) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.07.7, if the holder holds the appropriate valid rating and otherwise meets the requirements of sub-regulation (1).
- (4) Subject to subparagraph 1(d) the holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (Aeroplane) revalidation check.
- (5) Any limitation of privileges must be endorsed on the licence.

## **Ratings for special purposes and certificate**

### **61.07.7**

- (1) The ratings for special purposes and certificate associated with an airline transport pilot licence (aeroplane) are -
  - (a) a flight instructor rating;
  - (b) a test pilot rating;
  - (c) a tug pilot rating,
  - (d) an aerobatics rating,

- (e) a tow rating and
  - (f) an agricultural pilot rating.
- (2) An application for any rating or the certificate referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 19, 20, 21, 25, 26, 27, 31 or 33, as the case may be.

## **Maintenance of competency**

### **61.07.8**

- (1) The holder of an Airline Transport Pilot Licence (Aeroplane) must undergo a revalidation check within a period of 12 months calculated from –
- (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of an airline transport pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in an aeroplane of the same type or a similar type or in an approved flight simulation device simulator of a similar type.
- (3) The holder of an airline transport pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in an aeroplane of the same type or a similar type, or in an approved flight simulation device: Provided that if the holder complies with the provisions of this sub-regulation, such holder is exempt from the provisions of sub-regulation (2).
- (4) The holder of an airline transport pilot licence (aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established by the Executive Director or by an appropriate authority -
- (a) executed at least two instrument approaches in a simulator or in an aeroplane, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of an Airline Transport Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements –
- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law and procedures examination;

- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Aeroplane), and meet the recency requirements to act as PIC; and
  - (iii) pass a an initial licence skills test in the same category of aircraft
- (6) The holder of an ATPL (Aeroplane) who has not flown a minimum of 3 hours as either PIC or PICUS, or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Aeroplane), and meet the recency requirements to act as PIC.

## **Recency requirements for an Airline Transport Pilot Licence (Aeroplane)**

### **61.07.9**

The holder of an Airline Transport Pilot Licence (Aeroplane) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 8 AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)**

### **Requirements for airline transport pilot licence (helicopter)**

#### **61.08.1**

- (1) An applicant for the issue of an airline transport pilot licence (helicopter) must -
- (a) be 21 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid radiotelephony operator's Licence;
  - (d) produce acceptable evidence of holding or having held, within the previous 60 months, the following –
    - (i) a valid Namibian Private Pilot Licence (Helicopter); or
    - (ii) a valid pilot licence (helicopter) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (helicopter); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
    - (v) a Instrument Rating (Helicopter);
  - (e) have, within the previous 60 months, completed a multi-crew cooperation course;
  - (f) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (g) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organization ;
  - (h) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (i) have undergone the skill test referred to in regulation 61.08.4.
- (2) An applicant for the issue of an airline transport pilot licence (helicopter) must have completed, in helicopters, not less than 1500 hours of flight time, of which -

- (a) 500 hours must be as pilot-in-command of which up to 70 hours may be as pilot-in-command under the supervision of the pilot-in-command,;
  - (b) 200 hours must be cross-country flight time, of which up to 100 hours may be as pilot-in-command under supervision or as co-pilot;
  - (c) 30 hours must be instrument instruction time, of which not more than 10 hours may be acquired in a helicopter flight simulation device approved for purpose by the Executive Director;
  - (d) 50 hours must be night flight time as pilot-in-command; and
  - (e) not more than 100 hours of total flight time may be acquired in a flight simulation device.
- (3) The 1500 hours flying experience referred to in sub-regulation (2) may comprise flight time in any of the following capacities –
- (a) As pilot-in-command, counted in full;
  - (b) As pilot under instruction (dual), counted in full;
  - (c) As co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
  - (d) As an appropriately rated co-pilot, counted in full;
  - (e) As student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Helicopter), counted in full, provided that the Part 141 aviation training organisation has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time;
  - (f) A maximum of 100 hours may have been completed in a flight simulation training device of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1;
  - (g) Up to 50 percent of the 1500 hours and each of the requirements specified in sub-regulations (2) (a), (b), (c) (d) and (e) above may be completed in aeroplanes.
- (4) A Namibian Air Force pilot flight instructor or navigator instructor may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for, and issue of, an Airline Transport Pilot Licence (Helicopter)**

### **61.08.2**

- (1) An application for an Airline Transport Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with paragraphs (d), (e) and (f) of regulation 61.08.1(1);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (h) of regulation 61.08.1(1) and regulation 61.01.7;
  - (d) the applicant's flying logbook summarised in the format as prescribed in the Document NAM-CATS-FCL 61;

- (e) the skills test report as prescribed in NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airline Transport Pilot Licence (Helicopter), if he or she is satisfied
- (a) that the applicant complies with the requirements referred to in regulation 61.08.1,
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) An Airline Transport Pilot Licence (Helicopter) must be issued in the appropriate format prescribed by the Executive Director.
- (5) The holder of an Airline Transport Pilot Licence (Helicopter) must, upon receipt of the Airline Transport Pilot Licence (Helicopter), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.08.3**

- (1) Candidates who obtain credit or a pass for the ATPL subjects and who wish to be issued with an Instrument Rating on helicopters have 36 months to obtain the Instrument Rating. The relevant ATPL subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.
- (2) Where a candidate has previously passed all ATPL theoretical knowledge examinations but was not issued with an ATPL within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the most senior person responsible for Training of the approved Part 141 aviation training organisation.

## **Skill test**

### **61.08.4**

- (1) An applicant for the issue of an airline transport pilot licence (helicopter) must have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a helicopter certificated for a minimum of 2 pilots, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence (helicopter).
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The skill test may be conducted in an approved helicopter flight simulation training device.
- (4) The skills test may serve as a skills test for the issue of the licence and an initial type rating for the helicopter used in the test.

## **Period of validity**

### **61.08.5**

An airline transport pilot licence (helicopter) is valid for an indefinite period, subject to the following:

- (a) the licence must be accompanied by a valid Class 1 medical certificate as prescribed in regulation 61.08.1;
- (b) the holder must comply with the maintenance of competency in terms of regulation 61.08.8 annually;
- (c) the holder must satisfy the condition set out in section 68(4) of the Act;
- (d) the holder of the license must also hold a valid instrument rating; and.
- (e) the holder of the license must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10).

## **Privileges of airline transport pilot licence (helicopter)**

### **61.08.6**

- (1) The holder of an Airline Transport Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the Executive Director, as required in regulation 61.01.6(6) in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements as prescribed in regulation 61.08.8.
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) Subject to sub-regulation (1) the holder of a valid airline transport pilot licence (helicopter) is entitled to, in any helicopter for which he or she holds the appropriate type rating and subject to regulation 61.08.8 -
  - (a) exercise all the privileges of a private and commercial pilot licence (helicopter); and
  - (b) act as pilot-in-command of a helicopter engaged in commercial air transport operations.
- (3) Subject to sub-regulation (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.08.7, if the holder holds the appropriate valid rating.
- (4) The holder of an Airline Transport Pilot Licence (Helicopter) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (Helicopter) or instrument rating revalidation check.
- (5) Any limitation of privileges must be endorsed on the licence.

## **Ratings for special purposes and certificate**

### **61.08.7**

- (1) The ratings for special purposes and certificate associated with an airline transport pilot licence (helicopter) are -
  - (a) a flight instructor rating;
  - (b) a night rating;
  - (c) a test pilot rating;

- (d) a helicopter sling-load rating;
  - (e) a helicopter winching rating;
  - (f) a helicopter game or livestock cull rating ; and
  - (g) an agricultural pilot rating.
- (2) An application for any rating or the certificate referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 19, 20, 21, 25, 28, 29, 30 or 31, as the case may be.

## **Maintenance of competency**

### **61.08.8**

- (1) The holder of an Airline Transport Pilot Licence (Helicopter) must undergo a revalidation check within a period of 12 months calculated from –
- (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-regulation (i).
- (2) The holder of an airline transport pilot licence (helicopter) may not act as pilot-in-command of a helicopter transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight, executed not less than three circuits, including take-off and landing, in a helicopter of the same type or a similar type or in an approved flight simulation device.
- (3) The holder of an airline transport pilot licence (helicopter) may not act as pilot-in-command of a helicopter transporting passengers by night, unless he or she holds a night rating and has, within the 90 days immediately preceding the flight executed not less than three circuits, including three take-offs and three landings, by night in a helicopter of the same type or a similar type; or in an approved flight simulation device: Provided that if the holder complies with the provisions of this sub-regulation, such pilot is exempt from the provisions of sub-regulation (2).
- (4) The holder of an airline transport pilot licence (helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established the Executive Director or any appropriate authority -
- (a) executed at least two instrument approaches in a simulator or in a helicopter, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of an Airline Transport Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements –
- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.;

- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
  - (i) rewrite the air law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Helicopter), and meet the recency requirements to act as PIC; and
  - (iii) pass a an initial licence skills test in the same category of aircraft;
- (6) The holder of an ATPL (Helicopter) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Helicopter), and meet the recency requirements to act as PIC

## **Recency requirements for an Airline Transport Pilot Licence (Helicopter)**

### **61.08.9**

The holder of an Airline Transport Pilot Licence (Helicopter) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 9 PRIVATE PILOT LICENCE (POWERED-LIFT)**

### **Requirements for private pilot licence (powered-lift)**

#### **61.09.1**

- (1) An applicant for the issue a private pilot licence (powered-lift)
  - (a) must -be 17 years or older;
  - (b) must hold a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (c) must hold a valid restricted radiotelephony operator's Licence;
  - (d) must show acceptable evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following –
    - (i) a pilot licence (aeroplane) issued by another Contracting State; or
    - (ii) a Namibian Air Force pilot qualification (powered-lift); or
    - (iii) a Recreational Pilot Licence issued in terms of Part 62.
  - (e) must hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61;
  - (f) must have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) must have successfully passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (h) must have undergone the skill test referred to in regulation 61.09.4.
- (2) The applicant for a private pilot (powered lift) must have completed not less than 45 hours of flight time with a Part 141 aviation training organisation as a pilot of a powered-lift of which-

- (a) at least 25 hours are dual instruction in powered-lifts which include 5 hours instrument instruction time; and
  - (b) at least 15 hours are accumulated in solo flight. The said solo flight must include at least five hours cross-country flight time and the said cross country flight time must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base;
  - (c) a maximum of five hours dual instruction time may be in an approved flight simulation training device.
- (3) Namibian Air Force Pilots may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.
- (4) Notwithstanding the provisions in sub-regulation (2) above, the experience required for the holder of a Glider or Gyroplane Pilot Licence or of a Recreational Pilot Licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum specified in sub-regulation 61.01.20.

## **Application for and Issue of a Private Pilot Licence (Powered-lift)**

### **61.09.2**

- (1) An application for a Private Pilot Licence (Powered-lift) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the satisfactory completion of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with sub-regulation 61.09.1 (1)(d) and (e);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of sub-regulation 61.09.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Private Pilot Licence (Powered-lift), if he or she is satisfied;;
- (a) that the applicant complies with the requirements referred to in regulation 61.09.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Private Pilot Licence (Powered-lift) must be issued in the appropriate format prescribed by the Executive Director.
- (5) The holder of a Private Pilot Licence (Powered-lift) must, upon receipt of the Private Pilot Licence (Powered-lift), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.09.3**

An applicant for the issue of a private pilot licence (Powered-lift) must have passed the appropriate written examination referred to in paragraph (f) of sub-regulation 61.09.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Private Pilot Licence (Powered-lift).

## **Skill test**

### **61.09.4**

- (1) An applicant for the issue of a private pilot licence (Powered-lift) must have demonstrated to a Chief Flying Instructor (Powered-lift) of an approved Part 141 aviation training organisation or a Grade II or I flight instructor (Powered-lift) appointed in terms of Document NAM-CATS-FCL 61 by the CHIEF FLYING INSTRUCTOR of the approved Part 141 aviation training organization, , the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence (Powered-lift).
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The holder of a Private Pilot Licence (Powered-lift) must have flown a minimum of 3 hours as pilot-in-command of powered-lifts in the six months preceding the relevant skills test.
- (4) The skills test must be conducted in an aircraft with a maximum certificated mass of more than 450 kg.

## **Period of validity**

### **61.09.5**

A private pilot licence (Powered-lift) is valid for an indefinite period subject to the following:

- (a) the licence must be accompanied by a valid medical certificate as prescribed in regulation 61.09.01;
- (b) the holder must comply with the maintenance of competency in terms of regulation 61.09.8 annually;
- (c) the holder must satisfy the condition set out in section 68(4) of the Act; and
- (d) submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10).

## **Privileges of private pilot licence (Powered-lift)**

### **61.09.6**

- (1) The holder of a Private Pilot Licence (Powered-lift) may not exercise the privileges of that licence unless he or she -
  - (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;

- (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director; and
  - (c) complies with the requirements for maintenance of competency in regulation 61.09.8, and
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) Subject to paragraph (1)(d) the holder of a valid Private Pilot Licence (Powered-lift) may, by day under VMC, act as pilot-in-command or co-pilot (as specified in regulation 61.09.6 (b)) of any powered-lift for which he or she holds the appropriate valid class rating or type rating by name.
  - (3) The holder of a Private Pilot Licence (Powered-lift) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
  - (4) Subject to paragraph (1)(d) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.09.7, if the holder holds the appropriate valid rating.
  - (5) The holder of a Private Pilot Licence (Powered-lift) may –
    - (a) act as co-pilot of any powered-lift on which a co-pilot is not a requirement;
    - (b) not act as pilot-in-command of a powered-lift that is carrying passengers or freight for reward or hire;
    - (c) not be remunerated for acting in any pilot capacity in a powered-lift;
    - (d) act as a pilot-in command of a powered-lift in the course of his or her own or employer's business, provided that –
      - (i) the flight is only incidental to that business or employment; and
      - (ii) the powered-lift does not carry passengers or freight for hire or reward.
  - (6) For the purpose of this regulation "remuneration" does not include the pro rata sharing of the direct operating costs of a flight among the passengers of a powered-lift, in which case the flight is deemed to be a non-revenue flight.

## **Ratings for special purposes**

### **61.09.7**

- (1) The ratings for special purposes associated with a private pilot licence (powered-lift) are -
  - (a) an instrument rating;
  - (b) a night rating;
  - (c) a post maintenance test flight rating;
  - (d) a tug pilot rating;
  - (e) an agricultural pilot rating;
  - (f) an aerobatics rating; and
  - (g) a tow rating.
- (2) An application for any rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subparts 18, 24, 25, 26, 27, 31 or 33, as the case may be.

## **Maintenance of competency**

## 61.09.8

- (1) The holder of a Private Pilot Licence (Powered-lift) must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a private pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift with passengers on board by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in a powered-lift of the same type or similar type or in an approved flight simulation device appropriate to the type.
- (3) The holder of a private pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift with passengers on board by night, unless he or she holds a night rating and has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in a powered-lift of the same type or similar type or in an approved flight simulation device appropriate to the type: Provided that if the holder complies with the provisions of this sub-regulation, such holder is exempt from the provisions of sub-regulation (2).
- (4) The holder of a private pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures established by the Executive Director or by an appropriate authority -
  - (a) executed at least two instrument approaches in a simulator, or in a powered-lift, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Private Pilot Licence (powered-lift) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Powered-lift), and meet the recency requirements to act as PIC; and
    - (iii) pass a an initial licence skills test in the same category of aircraft.
- (6) The holder of a PPL (Powered-lift) who has not flown a minimum of 3 hours as PIC of helicopters in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Powered-lift), and meet the recency requirements to act as PIC.

## **Recency requirements for a Private Pilot Licence (Powered-lift)**

### **61.09.9**

The holder of a Private Pilot Licence (Powered-lift) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 10 COMMERCIAL PILOT LICENCE (POWERED-LIFT)**

### **Requirements for commercial pilot licence (Powered-lift)**

#### **61.10.1**

- (1) An applicant for the issue of a commercial pilot licence (powered-lift) must -
  - (a) be 18 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) produce evidence of holding or having held in the previous 60 months the following:
    - (i) a valid private pilot licence (powered-lift);
    - (ii) a valid pilot licence (powered-lift) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (powered-lift); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director; and
    - (v) a valid night rating;
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
  - (h) have undergone the skill test referred to in regulation 61.10.4.
- (2) An applicant for the issue of a commercial pilot licence (powered-lift) must have completed not less than -
  - (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a flight simulation device approved for this purpose; or
  - (b) 150 hours of flight time, if he or she has successfully completed the integrated training referred to in regulation 61.01.27:
- (3) The total of 200 hours or 150 hours, as the case may be, referred to in sub-regulation (2) must include –
  - (a) 50 hours as pilot-in-command;
  - (b) 10 hours of cross-country flight time as pilot-in-command, including one flight of not less than 300 nm in the course of which not less than two full-stop landings at different aerodromes away from base have been made; and

- (c) five hours of night flying as pilot-in-command including not less than five take-offs and five landings by night and a cross-country flight of at least three legs, each of a minimum length of 50 NM; and
  - (d) 10 hours of instrument flight instruction, of which not more than 5 hours may have been acquired in a flight simulation device approved for this purpose; and
  - (e) at least 5 hours instruction in a powered-lift with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine, as applicable.
- (4) A Namibian Air Force pilot or navigator may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11;

## **Application for, and Issue of, a Commercial Pilot Licence (Powered-lift)**

### **61.10.2**

- (1) An application for a Commercial Pilot Licence (Powered-lift) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.10.1(1)(d) and (e);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulations 61.10.1(1)(g) and 61.01.7;
  - (d) the applicant’s flying logbook summarised in the format as prescribed in the Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Commercial Pilot Licence (Powered-lift), if he or she is satisfied ;
  - (a) that the applicant complies with the requirements referred to in regulation 61.10.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Commercial Pilot Licence (Powered-lift) must be issued in the format determined by the Executive Director.
- (5) The holder of a Commercial Pilot Licence (Powered-lift) must, upon receipt of the Commercial Pilot Licence (Powered-lift), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.10.3**

The applicant must undergo the skills test referred to in regulation 61.10.1 within 36 months from the date of gaining a pass from all the required examination papers referred to in regulation 61.10.1.

## **Skill test**

### **61.10.4**

- (1) An applicant for the issue of a commercial pilot licence (powered-lift) must undergo the skills test for a Commercial Pilot Licence (powered-lift), referred to in paragraph (g) of regulation 61.10.1(1), within 30 days of the last period of dual instruction.
- (2) An applicant must have demonstrated to a designated flight examiner, the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence (powered-lift).
- (3) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (4) The skill test must have been conducted in a complex powered-lift with variable pitch propellers, adjustable flaps and retractable undercarriage or turbojet engines.
- (5) The holder of a Commercial Pilot Licence (Powered-lift) must have flown a minimum of 3 hours as pilot-in-command of powered-lifts in the six months preceding the relevant skills test.

## **Period of validity**

### **61.10.5**

A commercial pilot licence (powered-lift) is valid for an indefinite period, subject to the following:

- (a) the licence must be accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.10.1;
- (b) the holder must comply with the maintenance of competency in terms of regulation 61.10.8 annually; and
- (c) must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6 (10), and
- (d) the holder must satisfy the condition set out in section 68(4) of the Act;

## **Privileges of commercial pilot licence (powered-lift)**

### **61.10.6**

- (1) The holder of a Commercial Pilot Licence (Powered-lift) may not exercise the privileges of that licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director; and
  - (c) complies with the Maintenance of Competency requirements, and
  - (d) satisfies the condition set out in section 68(4) of the Act;

- (2) The holder of a valid Commercial Pilot Licence (Powered-lift) may, by day under VMC, act as pilot-in-command or co-pilot of any powered-lift for which he or she holds the appropriate valid class rating or type rating;
- (3) The holder of a Commercial Pilot Licence (Powered-lift) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.
- (4) The holder of a valid commercial pilot licence (powered-lift) may in the type of powered-lift for which he or she is rated, be entitled to -
  - (a) exercise all the privileges of a private pilot licence (powered-lift);
  - (b) in operations other than the carrying of passengers or freight for reward, act as pilot-in-command in any powered-lift;
  - (c) act as pilot-in-command in commercial air transport operations in any powered-lift certificated for single-pilot operations;
  - (d) act as co-pilot in commercial air transport operations in any powered-lift required to be operated with a co-pilot;
  - (e) act as a safety pilot; and
  - (f) exercise all the privileges referred to in this sub-regulation by night.
- (5) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.7, if the holder holds the appropriate valid rating.

## **Ratings for special purposes and certificate**

### **61.10.7**

- (1) The ratings for special purposes and certificate associated with a commercial pilot licence (powered-lift) are -
  - (a) an instrument rating;
  - (b) flight instructor rating;
  - (c) test pilot rating;
  - (d) a tug pilot rating;
  - (e) aerobatics rating;
  - (f) tow pilot rating; and
  - (g) an agricultural pilot rating.
- (2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the applicable regulations in Subpart 18, 20, 21, 25, 26, 27, 31 or 33, as the case may be.

## **Maintenance of competency**

### **61.10.8**

- (1) A Commercial Pilot Licence (powered-lift) must undergo a revalidation check within 12 months from the date of initial issue and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –

- (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
  - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a commercial pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings in a powered-lift of the same type or a similar type, or in an approved flight simulation device.
- (3) The holder of a commercial pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings by night in a powered-lift of the same type or a similar type or in an approved flight simulation device: Provided that if the holder complies with the provisions of this sub-regulation, such holder is exempt from the provisions of sub-regulation (2).
- (4) The holder of a commercial pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority -
  - (a) executed at least two instrument approaches in a simulator or in a powered-lift, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of a Commercial Pilot Licence (powered-lift) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law examination;
    - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Powered-lift), and meet the recency requirements to act as PIC; and
    - (iii) pass an initial licence skills test in the same category of aircraft
- (6) The holder of a CPL (Powered-lift) who has not flown a minimum of 3 hours as either PIC or (PICUS), or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Powered-lift), and meet the recency requirements to act as PIC
- (7) The revalidation check must be undertaken in a powered-lift with adjustable flaps and –
  - (a) variable pitch propeller; or
  - (b) a turbojet engine; or
  - (c) in an approved flight simulation training device .

## **Recency requirements for a Commercial Pilot Licence (powered-lift)**

### **61.10.9**

The holder of a Commercial Pilot Licence (powered-lift) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 11 AIRLINE TRANSPORT PILOT LICENCE (POWERED-LIFT)**

### **Requirements for airline transport pilot licence (powered-lift)**

#### **61.11.1**

- (1) An applicant for the issue of an airline transport pilot licence (powered-lift) must -
  - (a) be 21 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) produce evidence of holding or having held within the previous 60 months, the following –
    - (i) a valid Namibian Private Pilot Licence (powered-lift); or
    - (ii) a valid pilot licence (powered-lift) issued by a Contracting State; or
    - (iii) a valid Namibian Air Force pilot qualification (powered-lift); or
    - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director; and
    - (v) a valid instrument rating;
  - (e) hold an English Language Proficiency certification as prescribed in Document NAM-CATS-FCL-61;
  - (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61 referred to in regulation 61.07.3;
  - (h) have undergone the skill test referred to in regulation 61.11.4; and
  - (i) have, within the previous 60 months, completed a multi-crew cooperation course.
- (2) An applicant for the issue of an airline transport pilot licence (powered-lift) must have completed, in powered-lifts, not less than 1500 hours of flight time, of which -
  - (a) 500 hours must be as pilot-in-command-under-supervision; or
  - (b) 250 hours must be as pilot-in-command of which up to 150 hours may be pilot-in-command-under-supervision; and
  - (c) 200 hours must be cross-country flight time, of which 100 hours may be either as co-pilot or as pilot in command under supervision;
  - (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in a flight simulation device approved for this purpose;
  - (e) 100 hours must be night flight time as pilot-in-command; and

- (f) a maximum of 100 hours may be gained in a flight simulation device.
- (3) For the purposes of sub-regulation (2), in the case of single-pilot powered-lifts operated by two pilots according to operational requirements as approved by the Executive Director, both pilots must have successfully completed the multi-crew co-operation training as specified in this Part.
- (4) The 1 500 hours flying experience referred to in sub-regulation (2) may comprise flight time in any of the following capacities –
  - (a) As pilot-in-command, counted in full;
  - (b) As pilot under instruction (dual), counted in full;
  - (c) As co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
  - (d) As an appropriately rated co-pilot, counted in full;
  - (e) As student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (powered-lift), counted in full, provided that the Part 141 aviation training organisation has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time;
  - (f) A maximum of 100 hours may have been completed in an flight simulation training device of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT I;
- (5) A Namibian Air Force pilot flight instructor or navigator instructor may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for, and Issue of, an Airline Transport Pilot Licence (Powered-lift)**

### **61.11.2**

- (1) An application for an Airline Transport Pilot Licence (Powered-lift) must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulations (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with paragraphs (d) and (e) of regulation 61.11.1(1);
  - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of regulation 61.11.1(1) and regulation 61.01.7;
  - (d) the applicant’s flying logbook summarised in the format as prescribed in NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airline Transport Pilot Licence (Powered-lift), if he or she is satisfied;
  - (a) that the applicant complies with the requirements referred to in regulation 61.11.1.

- (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) An Airline Transport Pilot Licence (Powered-lift) must be issued in the appropriate format prescribed by the Executive Director.
  - (5) The holder of an Airline Transport Pilot Licence (Powered-lift) must, upon receipt of the Airline Transport Pilot Licence (Powered-lift), immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.11.3**

- (1) Candidates who obtain credit or a pass for the Airline Transport Pilot Licence (powered-lift) subjects have 36 months to obtain an Instrument Rating (IR). The subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.
- (2) If an instrument rating is not issued within the 36 month period from the date of passing the last CPL/IR or ATPL examination as the case may be, then the Air Law and Procedures examination credit will lapse. Candidates will be required to re-take the Air Law and Procedures theoretical knowledge examination.
- (3) Where a candidate has previously passed all ATPL/A theoretical knowledge examinations but was not issued with a within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the most senior person responsible for training of the approved Part 141 aviation training organisation.

## **Skill test**

### **61.11.4**

- (1) An applicant for the issue of an airline transport pilot licence (powered-lift) must have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence (powered-lift).
- (2) The applicant must have undergone the skill test referred to in subregulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.11.3 and within the 90 days immediately preceding the date of application.
- (3) The skill test must have been conducted in a multi-engine powered-lift which is required to be operated with a co-pilot and which has variable pitch propellers or turbine engines, adjustable flaps and retractable undercarriage.

## **Period of validity**

### **61.11.5**

An airline transport pilot licence (powered-lift) is valid for an indefinite period subject to the following:

- (a) The licence must be accompanied by a valid Class 1 medical certificate issued in terms of Part 67;
- (b) The holder must comply with the maintenance of competency of regulation 61.11.8 annually;
- (c) The holder must hold a valid instrument rating;

- (d) The holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10), and
- (e) the holder must satisfy the condition set out in section 68(4) of the Act;

## **Privileges of airline transport pilot licence (powered-lift)**

### **61.11.6**

- (1) The holder of an Airline Transport Pilot Licence (powered-lift) may not exercise the privileges of the licence unless he or she –
  - (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the Maintenance of Competency requirements; and;
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) Subject to sub-paragraph (1) the holder of a valid airline transport pilot licence (powered-lift) is entitled to –
  - (a) exercise all the privileges of a private and commercial pilot licence (powered-lift);
  - (b) act as pilot-in-command of a powered-lift engaged in air transport operations; and
  - (c) exercise all the privileges referred to in this subregulation under IFR.
- (3) Subject to sub-paragraph (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.11.7, if the holder holds the appropriate valid rating.
- (4) The holder of an Airline Transport Pilot Licence (powered-lift) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (powered-lift) revalidation check.
- (5) Any limitation of privileges must be endorsed on the licence.

## **Ratings for special purposes and certificate**

### **61.11.7**

- (1) The ratings for special purposes and certificate associated with an airline transport pilot licence (powered-lift) are –
  - (a) a flight instructor rating;
  - (b) a test pilot rating;
  - (c) a tug pilot rating,
  - (d) an aerobatics rating,
  - (e) a tow rating and
  - (f) an agricultural pilot rating.

- (2) An application for any rating or the certificate referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 19, 20, 21, 25, 26, 27, 31 or 33, as the case may be.

## Maintenance of competency

### 61.11.8

- (1) The holder of an Airline Transport Pilot Licence (powered-lift) must undergo a revalidation check within a period of 12 months calculated from –
- (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of an airline transport pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in a powered-lift of the same type or a similar type or in an approved flight simulation device simulator of a similar type.
- (3) The holder of an airline transport pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in a powered-lift of the same type or a similar type, or in an approved flight simulation device: Provided that if the holder complies with the provisions of this subregulation, such holder is exempt from the provisions of subregulation (2).
- (4) The holder of an airline transport pilot licence (powered-lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid instrument rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established by the Executive Director or by an appropriate authority -
- (a) executed at least two instrument approaches in a simulator or in a powered-lift, in IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5.
- (5) The holder of an Airline Transport Pilot Licence (powered-lift) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements –
- (a) In the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same category of aircraft.
  - (b) In the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the air law and procedures examination;
    - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (powered-lift), and meet the recency requirements to act as PIC; and
    - (iii) pass a an initial licence skills test in the same category of aircraft

- (6) The holder of an ATPL (powered-lift) who has not flown a minimum of 3 hours as either PIC or PICUS, or 6 hours as co-pilot in the 6 months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (powered-lift), and meet the recency requirements to act as PIC.

## **Recency requirements for an Airline Transport Pilot Licence (Powered-Lift)**

### **61.11.9**

The holder of an Airline Transport Pilot Licence (powered-lift) must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 12 GLIDER PILOT LICENCE**

### **Requirements for glider pilot licence**

#### **61.12.1**

- (1) An applicant for the issue of a glider pilot licence must -
- (a) be 16 years or older;
  - (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
  - (c) hold a valid restricted radiotelephony operator's certificate;
  - (d) show evidence of holding a valid student pilot licence or having held, within the previous 60 months, any of the following;
    - (i) a pilot licence (glider) issued by another Contracting State; or
    - (ii) a Namibian private pilot licence qualification (aeroplane); or
    - (iii) a Recreational Pilot Licence issued in terms of Part 62.
  - (e) have successfully completed the training referred prescribed in Document NAM-CATS-FCL 61 at an approved Part 141 aviation training organisation;
  - (f) have passed the theoretical knowledge examination prescribed in Document NAM-CATS-FCL 61; and
  - (g) have undergone the skill test referred to in regulation 61.12.4.
  - (h) meet the requirements of the Act.
- (2) An applicant for the issue of a glider pilot licence must have completed not less than six hours of flight time in a glider suitable for cross-country flights, of which not less than two hours must be solo flight time during which he or she must perform not less than 20 launches and landings: or if the applicant is the holder of a pilot licence issued in terms of Subpart 3, 5 or 7, as the case may be, he or she must have completed not less than three hours of flight time, of which not less than one hour must be solo flight time during which he or she must perform not less than 10 launches and landings.
- (3) The applicant must have gained, under appropriate supervision, operational experience in gliders in at least the following areas:
- (a) pre-flight operations, including glider assembly and inspection;

- (b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
  - (c) traffic pattern operations, collision avoidance precautions and procedures;
  - (d) control of the glider by external visual reference;
  - (e) flight throughout the flight envelope;
  - (f) recognition of, and recovery from, incipient and full stalls and spiral dives;
  - (g) normal and crosswind launches, approaches and landings;
  - (h) cross-country flying using visual reference and dead reckoning;
  - (i) emergency procedures.
- (4) The training, theoretical knowledge examinations and skills test for the applicant of a glider pilot licence must include
- (a) the specific launch method used for the appropriate type of glider and
  - (b) the completion of a minimum of 40 flights, including 20 solo flights and 10 launches.
- (5) If the holder of a glider pilot licence are to carry passengers on board, the applicant must have completed not less than 10 hours of flight time in a glider suitable for cross-country flights of which not less than 4 hours must be solo flight time during which he or she must perform not less than 30 launches and landings.
- (6) Namibian Air Force Pilots may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

## **Application for, and Issue of, a Glider Pilot Licence**

### **61.12.2**

- (1) An application for a Glider Pilot Licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.12.1 (1)(d);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.12.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Glider Pilot Licence, if he or she is satisfied;
- (a) that the applicant complies with the requirements referred to in regulation 61.12.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
  - (d) that the applicant complies with the requirements referred to in regulation 61.12.1.

- (4) A Glider Pilot Licence must be issued in the format determined by the Executive Director.
- (5) The holder of a Glider Pilot Licence must, upon receipt of the Glider Pilot Licence immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.12.3**

An applicant for the issue of a glider pilot licence must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.12.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Glider Pilot Licence.

## **Skill test**

### **61.12.4**

- (1) An applicant for the issue of a glider pilot licence must have demonstrated to a Chief Flying Instructor of an approved Part 141 aviation training organisation or a Grade II flight instructor (Glider) appointed in terms of Document NAM-CATS-FCL 61 by the chief flying instructor of the approved Part 141 aviation training organization, the ability to perform, as pilot-in-command of a glider, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1) within the 90 days immediately preceding the date of application.
- (3) The skill test must be conducted in a Glider and must include the requirements of regulation 61.12.1(4).
- (4) The holder of a Glider Pilot Licence must have flown a minimum of 2 hours as pilot of gliders in the six months preceding the relevant skills test.

## **Period of validity**

### **61.12.5**

- (1) A glider pilot licence is valid for an indefinite period subject to the following:
  - (a) the licence must be accompanied by a valid Class 2 medical certificate issued in terms of Part 67
  - (b) the holder must comply with the maintenance of competency in terms of regulation 61.12.8 annually;
  - (c) the holder must satisfy the condition set out in section 68(4) of the Act;
- (2) the holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10).

## **Privileges of glider pilot licence**

### **61.12.6**

- (1) The holder of a Glider Pilot Licence may not exercise the privileges of that licence unless he or she -
  - (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;

- (b) has submitted a copy of the medical certificate to the licensing authority, as required in sub-regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director; and
  - (c) complies with the requirements for maintenance of competency in regulation 61.12.8., and
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) The holder of a glider pilot licence may, by day under VMC, act as pilot-in-command of any glider for which he or she is type rated.
  - (3) Subject to sub-regulation (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.12.7, in a glider which has been certificated for such use and if the holder holds the appropriate valid rating.
  - (4) The holder of a glider pilot licence with tow rating may act as pilot of a glider being launched by the tow method.
  - (5) The holder of a glider pilot licence may use the launch method for which the requirements of regulation 12.01.1(3) have been completed.
  - (6) The holder of a Glider Pilot Licence may –
    - (a) not act as pilot-in-command of a glider that is carrying passengers or freight for reward or hire;
    - (b) not be remunerated for acting piloting a glider;
    - (c) act as a pilot-in command of a glider in the course of his or her own or employer’s business, provided that –
      - (i) the flight is only incidental to that business or employment; and
      - (ii) the glider does not carry passengers or freight for reward or hire.
  - (7) For the purposes of this regulation, "remuneration" does not include the pro rata sharing of the direct operating costs of a flight among the occupants of a glider.

## **Ratings for special purposes**

### **61.12.7**

- (1) The ratings for special purposes associated with a glider pilot licence are -
  - (a) a flight instructor rating; and
  - (b) tow rating.
- (2) An application for the ratings referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 20, 21 or 27, as the case may be.
- (3) The glider pilot licence may be issued with an tow launch rating endorsement if –
  - (a) the pilot has completed both the theoretical knowledge examinations and skills test for a tow rating specific to the tow launch method; and
  - (b) A minimum of 40 flights, including 20 solo flights and 10 tow launches, have been completed.

## **Maintenance of competency**

### **61.12.8**

- (1) The holder of a Glider Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a glider pilot licence may not act as pilot-in-command of a glider with passengers on board unless he or she has, within the 90 days immediately preceding the flight on which such passenger is to be transported, executed not less than three launches and three landings in a glider of the same type.
- (3) The holder of a Glider Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a glider pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (ii) pass a revalidation check in the same type of glider.
  - (b) in the case of a holder of a glider pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours as pilot-in-command; and
    - (iii) pass an initial licence skills test in the same type of glider.
- (4) The holder of a glider pilot licence who has not flown a minimum of 3 hours as PIC of gliders in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a glider pilot licence, and meet the recency requirements to act as PIC.

## **Recency requirements for a Glider Pilot Licence**

### **61.12.9**

The holder of a Glider Pilot Licence must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 13 FREE BALLOON PILOT LICENCE**

### **Requirements for free balloon pilot licence**

#### **61.13.1**

- (1) An applicant for the issue of a free balloon pilot licence must -
  - (a) be 16 years or older;

- (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
  - (c) hold a valid restricted radiotelephony operator's certificate;
  - (d) show acceptable evidence of holding a valid student pilot licence or having held, within the previous 60 months, any of the following;
    - (i) a pilot licence (free balloon) issued by another Contracting State; or
    - (ii) a Namibian private pilot licence qualification (aeroplane); or
    - (iii) a Recreational Pilot Licence issued in terms of Part 62.
  - (e) have successfully completed the training as prescribed in Document NAM-CATS-61 with an approved training organization in terms of Part 141;
  - (f) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-61 ; and
  - (g) have undergone the skill test referred to in regulation 61.13.4.
  - (h) meet the requirements of the Act.
- (2) An applicant for the issue of a free balloon pilot licence must have completed not less than 16 hours aloft with not less than eight launches and ascents under dual instruction with a free balloon flight instructor, and one launch and ascent must be solo.
- (3) The dual instruction referred to in sub-regulation (2) must include operational experience in free balloons under supervision of the Free Balloon flight instructor that includes:
- (a) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
  - (b) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
  - (c) collision avoidance precautions;
  - (d) control of the free balloon by external visual reference;
  - (e) recognition of, and recovery from, rapid descents;
  - (f) approaches and landings, including ground handling; and
  - (g) emergency procedures.
- (4) The experience referred to in sub-regulation (2) must include one cross-country flight using visual reference and dead reckoning.
- (5) If the privileges of the licence are to be exercised at night, the applicant must have gained, under supervision, at least 3 hours aloft at night with 2 launches and ascents.
- (6) If passengers are to be carried for remuneration or hire, the applicant must have gained 35 hours of flight time including 20 hours as a pilot in command of a free balloon.

## **Application for, and Issue of, a Free Balloon Pilot Licence**

### **61.13.2**

- (1) An application for a Free Balloon Pilot Licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with sub-regulation 61.13.1 (1)(d);

- (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.13.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or 62; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Free Balloon Pilot Licence, if he or she is satisfied;
- (a) that the applicant complies with the requirements referred to in regulation 61.13.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Free Balloon Pilot Licence must be issued in the appropriate format as prescribed by the Executive Director.
- (5) The holder of a Free Balloon Pilot Licence must, upon receipt of the Free Balloon Pilot Licence, immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.13.3**

An applicant for the issue of a free balloon pilot licence must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.13.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Free Balloon Pilot Licence.

## **Skill test**

### **61.13.4**

- (1) An applicant for the issue of a free balloon pilot licence must have demonstrated to a Chief Flying Instructor of an approved Part 141 aviation training organisation or free balloon Grade I or II flight instructor appointed in terms of Document NAM-CATS-FCL 61 by the CHIEF FLYING INSTRUCTOR of the approved Part 141 aviation training organization the ability to perform, as pilot-in-command of a free balloon, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (I), within the 90 days immediately preceding the date of application.
- (3) The skill test must be conducted in a free balloon.
- (4) The holder of a Free Balloon Pilot Licence must have flown a minimum of 2 hours as pilot of free balloons in the six months preceding the relevant skills test.

## **Period of validity**

### **61.13.5**

A free balloon pilot licence is valid for an indefinite period subject to the following:

- (a) The licence must be accompanied by a valid Class 2 medical certificate issued in terms of Part 67
- (b) The holder must comply with the maintenance of competency in terms of regulation 61.13.8 annually;
- (c) the holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10), and
- (d) the holder must satisfy the condition set out in section 68(4) of the Act;

## **Privileges of free balloon pilot licence**

### **61.13.6**

- (1) The holder of a Free Balloon Pilot Licence may not exercise the privileges of that licence unless he or she –
  - (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the requirements for maintenance of competency in regulation 61.13.8.and;
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) Subject to the requirements of the preceding paragraph the holder of a valid free balloon pilot licence is entitled to act as pilot-in-command of any free balloon engaged in non-revenue flights for which the holder is type rated, in VMC by day.
- (3) The holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.13.7, if the holder holds the appropriate valid rating.
- (4) The holder of a Free Balloon Pilot Licence may –
  - (a) not act as pilot-in-command of a Free Balloon that is carrying passengers or freight for hire or reward;
  - (b) not be remunerated or rewarded for piloting a Free Balloon;
  - (c) act as a pilot-in command of a Free Balloon in the course of his or her own or employer’s business, provided that –
    - (i) the flight is only incidental to that business or employment; and
    - (ii) the free balloon does not carry passengers or freight for reward or hire.

## **Ratings for special purposes**

### **61.13.7**

- (1) The ratings for special purposes associated with a free balloon pilot licence are a night rating and a free balloon flight instructor rating (Grade III and Grade II).
- (2) An application for the ratings referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 20 or 21 and 24.

## **Maintenance of competency**

### **61.13.8**

- (1) The holder of a Free Balloon Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a free balloon pilot licence may not act as pilot-in-command of a free balloon with passengers on board unless he or she has, within the 90 days immediately preceding the flight executed not less than three launches and ascents in a free balloon of the same type.
- (3) The holder of a Free Balloon Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of a free balloon pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
    - (ii) pass a revalidation check in the same type of free balloon.
  - (b) in the case of a holder of a free balloon pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
    - (iii) pass an initial licence skills test in the same type of free balloon.
- (4) The holder of a free balloon pilot licence who has not flown a minimum of 3 hours as PIC of gliders in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a free balloon pilot licence, and meet the recency requirements to act as PIC.

## **Recency requirements for a Free Balloon Pilot Licence**

### **61.13.9**

The holder of a Free Balloon Pilot Licence must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 14 COMMERCIAL FREE BALLOON PILOT LICENCE**

### **Requirements for commercial free balloon pilot licence**

#### **61.14.1**

- (1) An applicant for the issuing of a commercial free balloon pilot licence must -
  - (a) be 18 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) show evidence of holding a valid free balloon pilot licence or having held, within the previous 60 months, any of the following;
    - (i) a pilot licence (free balloon) issued by another Contracting State; or
    - (ii) a Namibian student pilot licence qualification (free balloon); or
    - (iii) a Recreational Pilot Licence issued in terms of Part 62.;
  - (e) have successfully completed the training as prescribed in NAM-CATS-FCL-61 with an Approved Training Organisation in terms of Part 141;
  - (f) have passed the theoretical knowledge examination as prescribed in NAM-CATS-FCL-61 ; and
  - (g) have undergone the skill test referred to in regulation 61.14.4.
  - (h) meet the requirements of the Act.
- (2) An applicant for the issuing of a commercial free balloon pilot licence must have completed not less than 50 hours aloft with not less than 20 launches and ascents as the solo pilot.
- (3) The experience referred to in sub-regulation (2) must include at least
  - (a) 20 hours commercial operational experience in free balloons under supervision of a Free Balloon flight instructor.
  - (b) one cross-country flight using visual reference and dead reckoning; and
  - (c) If the privileges of the licence are to be exercised at night, the applicant must have gained, under supervision, at least 5 hours aloft at night with 3 launches and ascents.

## **Application for and Issue of a Commercial Free Balloon Pilot Licence**

### **61.14.2**

- (1) An application for a commercial Free Balloon Pilot Licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.14.1 (1)(d);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.14.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a commercial Free Balloon Pilot Licence, if he or she is satisfied;

- (a) that the applicant complies with the requirements referred to in regulation 61.14.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) the applicant complies with the requirements referred to in regulation 61.14.1.
  - (5) A commercial Free Balloon Pilot Licence must be issued in the format determined by the Executive Director.
  - (6) The holder of a commercial Free Balloon Pilot Licence must, upon receipt of the commercial Free Balloon Pilot Licence, immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.14.3**

An applicant for the issue of a commercial free balloon pilot licence must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.14.1 within a period of 36 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a commercial Free Balloon Pilot Licence.

## **Skill test**

### **61.14.4**

- (1) An applicant for the issuing of a commercial free balloon pilot licence must have demonstrated to a designated examiner, the ability to perform, as pilot-in-command of a free balloon, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence for commercial purposes.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 90 days immediately preceding the date of application.
- (3) The skill test must be conducted in a free balloon.
- (4) The holder of a commercial Free Balloon Pilot Licence must have flown a minimum of 3 hours as pilot of free balloons in the six months preceding the relevant skills test.

## **Period of validity**

### **61.14.5**

A commercial free balloon pilot licence is valid for an indefinite period subject to the following:

- (a) The licence must be accompanied by a valid Class 1 medical certificate issued in terms of Part 67;
- (b) the holder must comply with the maintenance of competency in terms of regulation 61.14.8 annually,
- (c) the holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10), and
- (d) the holder must satisfy the condition set out in section 68(4) of the Act;

## **Privileges of a commercial free balloon pilot licence**

### **61.14.6**

- (1) The holder of a commercial Free Balloon Pilot Licence may not exercise the privileges of that licence unless he or she -
  - (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director; and
  - (c) complies with the requirements for maintenance of competency in regulation 61.14.8.
- (2) Subject to the requirements of the preceding paragraph the holder of a valid commercial free balloon pilot licence is entitled to -
  - (a) exercise all the privileges of a free balloon pilot licence; and
  - (b) act as pilot-in-command in commercial balloon operations, in any free balloon which has been certificated for use in commercial operations and for which the holder is type rated.
- (3) The holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.14.7, if the holder holds the appropriate valid rating.

## **Ratings for special purposes**

### **61.14.7**

- (1) The ratings for special purposes associated with a commercial free balloon pilot licence are a night rating and a free balloon flight instructor rating.
- (2) An application for the rating referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 19, 20 or 21 and 24.

## **Maintenance of competency**

### **61.14.8**

- (1) The holder of a commercial Free Balloon Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry;  
or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a commercial free balloon pilot licence may not act as pilot-in-command of a free balloon transporting passengers unless he or she has, within the 90 days immediately preceding the flight executed not less than three launches and ascents in a free balloon of the same type.
- (3) The holder of a commercial Free Balloon Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –

- (a) in the case of a holder of a commercial free balloon pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
  - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
  - (ii) pass a revalidation check in the same type of free balloon.
- (b) in the case of a holder of a commercial free balloon pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
  - (i) rewrite the Air Law examination;
  - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a commercial free balloon pilot licence, and meet the recency requirements to act as PIC; and
  - (iii) pass an initial licence skills test in the same type of free balloon.
- (4) The holder of a commercial free balloon pilot licence who has not flown a minimum of 6 hours as PIC of free balloons in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a commercial free balloon pilot licence, and meet the recency requirements to act as PIC.

## **Recency requirements for a Commercial Free Balloon Pilot Licence**

### **61.14.9**

The holder of a commercial Free Balloon Pilot Licence must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 15 AIRSHIP PILOT LICENCE**

### **Requirements for airship pilot licence**

#### **61.15.1**

- (1) An applicant for the issuing of an airship pilot licence must -
  - (a) be 17 years or older;
  - (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
  - (c) hold a valid restricted radiotelephony operator's certificate;
  - (d) show evidence of holding a valid student pilot licence or having held, within the previous 60 months, any of the following;
    - (i) a pilot licence (airship) issued by another Contracting State; or
    - (ii) a Recreational Pilot Licence issued in terms of Part 62;
  - (e) have successfully completed the training prescribed in NAM-CATS-FCL-61 with an Approved Training Organisation in terms of Part 141;
  - (f) have passed the theoretical knowledge examination as prescribed in NAM-CATS-FCL-61; and
  - (g) have undergone the skill test referred to in regulation 61.15.4.

- (2) An applicant for the issuing of an airship pilot licence must have completed not less than 25 hours as pilot of airships with not less than-
  - (a) 5 hours as pilot in command under supervision including eight ascents under dual instruction with an airship flight instructor;
  - (b) 3 hours of cross-country flight in an airship of not less than 25 NM, including 5 ascents and full stop landings at different aerodromes with each landing involving a flight in the traffic pattern at the aerodrome; and
  - (c) 3 hours of instrument instruction time.

## **Application for, and Issue of, an Airship Pilot Licence**

### **61.15.2**

- (1) An application for an Airship Pilot Licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –
  - (a) a valid Class 1 or 2 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.15.1 (1)(d);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.15.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airship Pilot Licence, if he or she is satisfied;
  - (a) that the applicant complies with the requirements referred to in regulation 61.15.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) An Airship Pilot Licence must be issued in the format determined by the Executive Director.
- (5) The holder of an Airship Pilot Licence must, upon receipt of the Airship Pilot Licence, immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.15.3**

An applicant for the issue of an airship pilot licence must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.15.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for an airship Pilot Licence.

## **Skill test**

#### **61.15.4**

- (1) An applicant for the issuing of an airship pilot licence must have demonstrated to a Chief Flying Instructor of an approved Part 141 aviation training organisation or airship flight instructor Grade I or II appointed in terms of Document NAM-CATS-FCL 61 by the CHIEF FLYING INSTRUCTOR of the approved Part 141 aviation training organization, the ability to perform, as pilot-in-command of an airship, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an airship pilot licence.
- (2) The applicant must have undergone the skill test referred to in subregulation (1) within the 90 days immediately preceding the date of application.
- (3) The skill test must be conducted in an airship.
- (4) The holder of an Airship Pilot Licence must have flown a minimum of 3 hours as pilot of airships in the six months preceding the relevant skills test.

### **Period of validity**

#### **61.15.5**

- (1) An airship pilot licence is valid for an indefinite period subject to the following:
  - (a) the licence must be accompanied by a valid Class 2 medical certificate issued in terms of Part 67;
  - (b) the holder must comply with the maintenance of competency in terms of regulation 61.15.8 annually;
  - (c) the holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10), and
  - (d) the holder must satisfy the condition set out in section 68(4) of the Act;

### **Privileges of airship pilot licence**

#### **61.15.6**

- (1) The holder of an Airship Pilot Licence may not exercise the privileges of that licence unless he or she -
  - (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director;
  - (c) complies with the requirements for maintenance of competency in regulation 61.15.8, and
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) The holder of a valid airship pilot licence is entitled to act as pilot-in-command of any airship engaged in non-revenue flights for which the holder is type rated, in VMC by day.
- (3) Subject to sub-regulation (1) (d) the holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.15.7, if the holder holds the appropriate valid rating.
- (4) The holder of an Airship Pilot Licence may –
  - (a) not act as pilot-in-command of an airship that is carrying passengers or freight for hire or reward;

- (b) not be remunerated or rewarded for acting piloting an airship;
- (c) act as a pilot-in command of an airship in the course of his or her own or employer's business, provided that –
  - (i) the flight is only incidental to that business or employment; and
  - (ii) the airship does not carry passengers or freight for hire or reward.

## **Ratings for special purposes**

### **61.15.7**

- (1) The ratings for special purposes associated with an airship pilot licence are a night rating and an airship flight instructor rating (Grade III and Grade II).
- (2) An application for the ratings referred to in sub-regulation (1) must be made in accordance with the regulations in Subpart 20 or 21 and Subpart 24.

## **Maintenance of competency**

### **61.15.8**

- (1) The holder of an Airship Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –
  - (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of an airship pilot licence may not act as pilot-in-command of an airship with passengers on board unless he or she has, within the 90 days immediately preceding the flight executed not less than three ascents in an airship of the same type
- (3) The holder of an Airship Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
  - (a) in the case of a holder of an Airship pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
    - (ii) pass a revalidation check in the same type of airship.
  - (b) in the case of a holder of an Airship pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
    - (iii) pass an initial licence skills test in the same type of airship.
- (4) The holder of an airship pilot licence who has not flown a minimum of 3 hours as PIC of airships in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved

ATO to reach the standard required for the revalidation check of an airship pilot licence, and meet the recency requirements to act as PIC.

## **Recency requirements for an Airship Pilot Licence**

### **61.15.9**

The holder of an Airship Pilot Licence must comply with the recency requirements of regulation 91.02.4

## **SUBPART 16 COMMERCIAL AIRSHIP PILOT LICENCE**

### **Requirements for a commercial airship pilot licence**

#### **61.16.1**

- (1) An applicant for the issuing of a commercial airship pilot licence must -
  - (a) be 18 years or older;
  - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (c) hold a valid general radiotelephony operator's certificate;
  - (d) show evidence of holding a valid airship pilot licence or having held, within the previous 60 months, any of the following;
    - (i) an airship pilot licence issued by another Contracting State; or
    - (ii) a Recreational Pilot Licence issued in terms of Part 62;
  - (e) have successfully completed the training as prescribed in NAM-CATS-FCL-61 with an Approved Aviation Training Organisation in terms of Part 141;
  - (f) have passed the theoretical knowledge examination as prescribed in NAM-CATS-FCL-61; and
  - (g) have undergone the skill test referred to in regulation 61.16.4.
- (2) An applicant for the issuing of a commercial airship pilot licence must have completed not less than 200 hours as a pilot, which must include:
  - (a) not less than 50 hours as pilot of airships;
  - (b) 30 hours in an airship as pilot in command under supervision, which must include 10 hours of cross country flight time and 10 hours of night flight time;
  - (c) 40 hours of instrument instruction time of which 20 hours is in flight and 10 hours in flight in airships; and
  - (d) 20 hours of flight instruction in the training areas specified in NAM-CATS-FCL-61.

### **Application for and Issue of a Commercial Airship Pilot Licence**

#### **61.16.2**

- (1) An application for a Commercial Airship Pilot Licence must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.
- (2) The application referred to in sub-regulation (1) must be accompanied by –

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
  - (b) documentary evidence of compliance with regulation 61.16.1 (1)(d);
  - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of regulation 61.16.1(1);
  - (d) the applicant's flying logbook summarised in the format as prescribed in Document NAM-CATS-FCL 61;
  - (e) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
  - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Commercial Airship Pilot Licence, if he or she is satisfied;
- (a) that the applicant complies with the requirements referred to in regulation 61.16.1.
  - (b) that the applicant is a fit and proper person to exercise the privileges of an aviation document in accordance with the provisions of the Act, and
  - (c) that the issue of the license is not contrary to the interests of aviation safety.
- (4) A Commercial Airship Pilot Licence must be issued in the format prescribed by the Executive Director.\
- (5) The holder of a Commercial Airship Pilot Licence must, upon receipt of the Commercial Airship Pilot Licence, immediately affix his or her usual signature thereon in ink in the space provided for such purpose.

## **Theoretical knowledge examination**

### **61.16.3**

An applicant for the issue of a commercial airship pilot licence must have passed the appropriate written examination referred to in paragraph (f) of regulation 61.16.1 within a period of 36 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Commercial Airship Pilot Licence.

## **Skill test**

### **61.16.4**

- (1) An applicant for the issue of a commercial airship pilot licence must have demonstrated to a designated examiner, the ability to perform, as pilot-in-command of an airship, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a commercial airship pilot licence.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 90 days immediately preceding the date of application.
- (3) The skill test must be conducted in an airship.
- (4) The holder of a Commercial Airship Pilot Licence must have flown a minimum of 3 hours as pilot of airships in the six months preceding the relevant skills test.

## **Period of validity**

### **61.16.5**

A commercial airship pilot licence is valid for an indefinite period subject to the following:

- (a) The licence must be accompanied by a valid Class 1 medical certificate as prescribed in regulation 61.16.1(1);
- (b) The holder must comply with the maintenance of competency in terms of regulation 61.16.8 annually;
- (c) the holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6 (10), and
- (d) the holder must satisfy the condition set out in section 68(4) of the Act;

## **Privileges of airship pilot licence for commercial purposes**

### **61.16.6**

- (1) The holder of a Commercial Airship Pilot Licence may not exercise the privileges of that licence unless he or she -
  - (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
  - (b) has submitted a copy of the medical certificate to the licensing authority, as required in regulation 61.01.13 in the event that the aviation medical examiner is unable to submit electronic data to the Executive Director; and
  - (c) complies with the requirements for maintenance of competency in regulation 61.16.8, and
  - (d) satisfies the condition set out in section 68(4) of the Act;
- (2) Subject to the requirements of sub-regulation (1) the holder of a valid commercial airship pilot licence is entitled to -
  - (a) exercise all the privileges of an airship pilot licence; and
  - (b) act as pilot-in-command in commercial operations, in any airship which has been certificated for use in such commercial operations and for which the holder is type rated.
- (3) The holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.16.7, if the holder holds the appropriate valid rating.

## **Ratings for special purposes**

### **61.16.7**

- (1) The ratings for special purposes associated with a commercial airship pilot licence are a night rating and an airship flight instructor rating.
- (2) An application for the ratings referred to in subregulation (1) must be made in accordance with the regulations in Subpart 19, 20 or 21 and 24.

## **Maintenance of competency**

### **61.16.8**

- (1) The holder of a Commercial Airship Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and thereafter within a period of 24 months calculated from –

- (a) the date of re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a commercial airship pilot licence may not act as pilot-in-command of an airship transporting passengers unless he or she has, within the 90 days immediately preceding the flight executed not less than three ascents in an airship of the same type.
- (3) The holder of a Commercial Airship Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements –
- (a) in the case of a holder of a Commercial Airship pilot licence where the maintenance of competency has lapsed by less than 24 months, the licence holder is required to –
    - (i) undergo a minimum of one period of dual flight instruction and fly at least 3 hours aloft under supervision; and
    - (ii) pass a revalidation check in the same type of airship.
  - (b) in the case of a holder of a Commercial Airship pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to –
    - (i) rewrite the Air Law examination;
    - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a commercial airship pilot licence, and meet the recency requirements to act as PIC; and
    - (iii) pass an initial licence skills test in the same type of airship.
- (4) The holder of a commercial airship pilot licence who has not flown a minimum of 6 hours as PIC of airships in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a commercial airship pilot licence, and meet the recency requirements to act as PIC

## **Recency requirements for a Commercial Airship Pilot Licence**

### **61.16.9**

The holder of a Commercial Airship Pilot Licence must comply with the recency requirements of regulation 91.02.4.

## **SUBPART 17 CLASS AND TYPE RATINGS**

### **Definitions**

For the purposes of this subpart, the following definitions must be understood:

**Proficiency check** – means the demonstration of skill to revalidate or renew ratings and this includes such oral examination as may be required.

**Renewal** – means the administrative action taken for the purpose of renewing the privileges of the rating for a further specified period after a rating has lapsed.

**Revalidation** – means the administrative action taken within the period of validity of a rating which allows the holder to continue to exercise the privileges of the rating for a further specified period.

**Differences training** – means training required to acquire additional knowledge and skills on an appropriate training device or the aircraft.

**Familiarisation training** – means training that requires the acquisition of additional knowledge.

## **Requirements for and the issue of class and type ratings**

### **61.17.1**

- (1) This Subpart applies to the issuing, revalidating and re-issuing of Namibian pilot class and type ratings and warbird type endorsements; the privileges and limitations of such class and type ratings and warbird type endorsements; and matters related thereto.
- (2) An aircraft class rating is required in order to pilot all types of aircraft within a particular aircraft class.
- (3) A class rating is required for all single-pilot aircraft, except for those falling outside the classes defined in regulation 61.17.8 (7), or as designated by the Executive Director in terms of regulation 61.01.4 (d) as requiring a type rating.
- (4) An aircraft type rating is required in order to pilot a type of aircraft that is not included within any of the aircraft classes set out in regulation 61.01.4 (1) (b).
- (5) A type rating is required for all multi-pilot aircraft, other aircraft and warbirds as indicated in this Subpart.
- (6) Exemptions to this Part may be provided for in Part 94 or Part 96 in respect of the operation of certain non-type certificated aircraft.
- (7) All licence endorsements in respect of aircraft class and type ratings are set out in NAM-CATS-FCL 61.
- (8) Although an applicant will have an endorsement in his or her licence for a class rating, a change to another type or variant of the aeroplane within one class rating will require differences training, as indicated in Tables 1-10 of NAM-CATS FCL61.17.8 and such training must be endorsed into the pilot logbook. Differences training is also required for a transition between different types within a class rating. The differences training form indicated in Document NAM-CATS-FCL 61 must be forwarded to the Executive Director within 30 days of completion of the training.
- (9) Multi-pilot aeroplanes
  - (a) An applicant for a type rating in respect of a multi-pilot aeroplane must have –
    - (i) at least 100 hours experience as pilot-in-command of aeroplanes;
    - (ii) successfully completed appropriate training referred to in this Subpart;
    - (iii) passed appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) passed appropriate skills test referred to in this Subpart with an appropriately rated designated Flight Examiner (Aeroplanes).
- (10) Single-pilot multi-engine aeroplanes
  - (a) An applicant for a class or type rating, as the case may be, in respect of a single-pilot multi-engine aeroplane must have –
    - (i) at least 70 hours as pilot-in-command of aeroplanes;
    - (ii) successfully completed appropriate training referred to this Subpart;

- (iii) passed appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
  - (iv) passed appropriate skills test referred to in this Subpart.
- (11) Multi-pilot helicopters
  - (a) An applicant for a type rating in respect of a multi-pilot helicopter must have –
    - (i) at least 100 hours as pilot-in-command of helicopters;
    - (ii) successfully completed appropriate training referred to in this Subpart;
    - (iii) passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) passed appropriate skills test referred to in this Subpart carried out by a designated Flight Examiner (Helicopters).
- (12) Single-pilot helicopters
  - (a) An applicant for a type rating in respect of a single-pilot helicopter must have –
    - (i) at least 25 hours flight time on helicopters of which a minimum of 3 hours must be as pilot-in-command of helicopters;
    - (ii) successfully completed appropriate training referred to in this Subpart;
    - (iii) passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) passed appropriate skills test referred to in this Subpart.
- (13) Warbird type aircraft
  - (a) An applicant for a type rating in respect of a warbird type aircraft must –
    - (i) hold the category and class rating for the relevant aircraft;
    - (ii) have successfully completed appropriate training referred to in this Subpart;
    - (iii) have passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) have passed appropriate skills test referred to in this Subpart.
- (14) Powered-lift aircraft
  - (a) An applicant for a type rating in respect of a powered-lift aircraft must –
    - (i) hold the category and class rating for the relevant aircraft;
    - (ii) have successfully completed appropriate training referred to in this Subpart;
    - (iii) have passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) have passed appropriate skills test referred to in this Subpart.
- (15) Gliders
  - (a) An applicant for a type rating in respect of a glider must –
    - (i) hold the category and class rating for the relevant glider;
    - (ii) have successfully completed appropriate training referred to in this Subpart;
    - (iii) have passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and

- (iv) have passed appropriate skills test referred to in this Subpart.
- (b) for the issuing of an initial type rating for a touring motor glider must have completed not less than 35 hours flight time as a pilot of a touring motor glider which must include a minimum total of 40 flights, including 20 solo flights: Provided that the solo flights include a minimum of 15 hours of solo flight time, which includes –
  - (i) one flight of minimum 30 minutes flight time continuous engine off, with:
  - (ii) a shutdown not exceeding 3000 ft AGL of the intended landing site; and
  - (iii) a soaring circuit and engine off landing;
  - (iv) two dual cross country flights with a duration of not less than 90 minutes flown at normal cruising speed, of which at least one will be a navigation test;
  - (v) one solo cross-country flight, duration of not less than 90 minutes flown at normal cruising speed including a full stop landing at a point other than the point of departure and destination (with no engine shutdown or soaring requirement); and
  - (vi) at least one dual and one solo flight into controlled airspace, including a full stop landing and takeoff at a controlled airfield;
- (c) An applicant for the issuing of an additional type rating for a touring motor glider must have completed not less than two flights of which one must be a solo flight of a minimum of one hour flying time including at least 3 take offs and landings during this time and must -
  - (i) undergo a skills test with a Grade I or II instructor with the appropriate type rating as prescribed in Document SA-CATS 61;
  - (ii) with the examiner at the dual controls, perform at least 5 take-offs and 5 landings and any other exercise considered necessary; and
  - (iii) pass the technical exams as prescribed in Document SA-CATS 61.
- (d) Notwithstanding the provisions of paragraphs (a) and (b), in the case of an applicant with extensive experience in microlight aeroplanes or light sport aeroplanes, or the holder of another pilot licence issued in terms of this Part, the requirements may be relaxed, for a touring motor glider first type rating, to the minimum requirements according to paragraph (c) at the discretion of the flight instructor who conducts the skills test.
- (e) Notwithstanding the provisions of paragraph (b), in the case of an applicant who is the holder of a recreational pilot licence with a category rating for gyroplanes or weight shift controlled microlight aeroplane, the cross-country requirements, referred to in paragraph (b) (iv) and (v) may be relaxed at the discretion of the flight instructor who conducts the skills test.
- (f) An applicant for the issuing of an initial type rating for conventional or power assisted gliders must have completed not less than 40 flights as a pilot of a conventional glider or power assisted glider which must include –
  - (i) a minimum total of 20 solo flights, and
  - (ii) a minimum of 10 flights accumulated per launch method
  - (iii) a minimum of 6 hours of solo flight, of which;
  - (iv) one flight must be at least two hours;
  - (v) one flight of minimum 30 minutes flight time (for powered assisted gliders with engine off), with the launch not exceeding 3000 ft AGL of the intended landing site; and an ascend of at least two times the launch height. (for powered assisted gliders engine off)
- (g) An applicant for the issuing of an additional type rating by name, in the category conventional or power assisted glider must have completed not less than:

- (i) Minimum total of 1 flight, including 1 solo flight; and
  - (ii) 1 flight of minimum 30 minutes flight time
- (h) Notwithstanding the provisions of paragraphs (f) and (g), to obtain a first type rating for a conventional or power assisted glider, an applicant may be credited with dual instruction flights on a touring motor glider, accumulated in the category touring motor gliders, towards the minimum total flights required.
- (i) Notwithstanding the provisions of paragraphs (f), (g) and (h), in the case of an applicant with reasonable experience on a type in the other class who wants to obtain a type rating for conventional or power assisted gliders, they will have to complete not less than:
- (i) a minimum total of one flight, including one solo flight; and
  - (ii) one flight of not less than 30 minutes flight time.
- (j) Notwithstanding the provisions of paragraphs (f), (g) and (h), in the case of an applicant with extensive experience as the holder of a recreational pilot licence, or the holder of a pilot licence issued in terms of this Part, the requirements may be relaxed, for a conventional or power assisted glider first type rating, to the minimum requirements according to sub-regulation (i) at the discretion of the flight instructor who conducts the skills test.
- (16) Free Balloons
- (a) An applicant for a type rating in respect of a free balloon aircraft must –
    - (i) hold the category and class rating for the relevant free balloon;
    - (ii) have successfully completed appropriate training referred to in this Subpart;
    - (iii) have passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) have passed appropriate skills test referred to in this Subpart.
- (17) Airships
- (a) An applicant for a type rating in respect of an airship must –
    - (i) hold the category and class rating for the relevant airship;
    - (ii) have successfully completed appropriate training referred to in this Subpart;
    - (iii) have passed the appropriate written examinations as prescribed in Document NAM-CATS-FCL 61; and
    - (iv) have passed appropriate skills test referred to in this Subpart.

## **Training**

### **61.17.2**

- (1) An applicant for the issue of a class or type rating must have successfully completed the appropriate training as prescribed in Document NAM-CATS-FCL 61.
- (2) In the case of training for a single-pilot multi-engine class rating, or the applicant's first single-pilot multi-engine type rating, the training must consist of at least –
  - (a) 7 hours of theoretical knowledge instruction in multi-engine aeroplane operation; and
  - (b) 6 hours dual flight training in multi-engine aeroplane operation, including not less than 2 hours 30 minutes dual flight training under normal conditions; and at least 3 hours 30 minutes dual flight training in engine failure procedures and asymmetric flight. At most 3 hours of the dual flight training may be acquired in an approved flight simulation training device (FSTD).

- (3) An applicant for a type or class rating on a high performance single pilot aeroplane who is not the holder of an Airline Transport Pilot Licence (ATPL), or who has not obtained credit for the ATPL theoretical knowledge examinations, must undergo additional training as set out in Document NAM-CATS-FCL 61.
- (4) An applicant for a warbird type rating –
  - (a) who is the holder of an ATPL with applicable military type experience may be endorsed with the applicable warbird type rating.
  - (b) who is the holder of an ATPL without applicable military type experience must undergo training as described in Document NAM-CATS-FCL 61 for endorsement of the warbird type rating contemplated.
  - (c) who is the holder of all ATPL theoretical knowledge credits and has applicable military type experience may be endorsed with the applicable warbird type rating.
  - (d) who is the holder of all ATPL theoretical knowledge credits but who does not have applicable military type experience, must undergo training as described in Document NAM-CATS-FCL 61 for endorsement of the warbird type rating contemplated.
- (5) Pilots operating in terms of Parts 91, 94, 96, 121, 127, 135 and 138, which require two or more pilots for the operation of the aircraft, must undergo a multi-crew cooperation training course detailed in Document NAM-CATS-FCL 61.

## **Skill test**

### **61.17.3**

- (1) An applicant for the issue of a type rating or multi-engine class rating referred to in regulation 61.17.9 must have demonstrated to a designated examiner, the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61.
- (2) An applicant for a rating in any other class referred to in regulation 61.17.9 must have demonstrated to a designated flight examiner, or an appropriately rated flight instructor, the competence to perform as pilot-in-command of the aircraft concerned the procedures and manoeuvres as described in Document NAM-CATS-FCL 61.
- (3) An applicant for a warbird type endorsement must have demonstrated to a designated flight examiner, or an appropriately rated flight instructor or other pilot authorised in writing by the Executive Director for the purpose, the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres as described in Document NAM-CATS-FCL 61.
- (4) The applicant must have undergone the skill test within 90 days of passing the theoretical knowledge examination referred to in regulation 61.17.1 and within the 90 days immediately preceding the date of application.
- (5) An applicant for the issuing of a type rating who is the holder of an airline transport pilot licence, must have demonstrated to a designated examiner, the ability to perform the procedures and manoeuvres referred to in subregulation (1), with a degree of competency appropriate to the privileges granted to the holder of an instrument rating.
- (6) The skill test must have been conducted in an aircraft appropriate to the pilot licence held by the applicant, or in an approved flight simulation device.

## **Circumstances in which type or class ratings are required**

### **61.17.4**

- (1) The holder of a pilot licence may not act in any capacity as a pilot of an aircraft, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating.
- (2) The holder of a pilot licence may not act in any capacity as a pilot of a warbird, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating applicable to a warbird.
- (3) Any conditions or limitations as determined by the Executive Director must be endorsed on the rating.

## **Special authorisation for type or class ratings**

### **61.17.5**

- (1) Instead of issuing the class or type rating, the Executive Director may give special authorisation, in writing, for non-revenue special purpose flights, such as aircraft flight testing.
- (2) The validity of the special authorisation, referred to in sub-regulation (1), must be limited to the completion of the specific task.

## **Application for class or type rating**

### **61.17.6**

- (1) An application for a class, type or warbird rating must be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (2) The application must be accompanied by:
  - (a) documentary evidence of satisfying the requirements of the relevant provisions of this Subpart; and
  - (b) the appropriate fee as prescribed in Part 187.
- (3) If an applicant wishes to apply for a class or type rating in respect of more than one class or type of aircraft, a separate application must be made in respect of each type of aircraft.
- (4) If the applicant complies with all the relevant requirements, the Executive Director must issue a class, type or warbird rating in the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (5) The designated flight examiner or flight instructor must, on satisfactory completion of all the requirements for the issue of a class or type rating, endorse the logbook of the applicant entitling the applicant to exercise the privileges of the rating, as pilot-in-command or pilot instructor as the case may be. The designated flight examiner or flight instructor may place a restriction on the applicant to act as co-pilot or as third pilot as the case may be.
- (6) The application form for a warbird, class or type rating must be completed and submitted to the Executive Director by the applicant within 30 days of the performance of the skills test. The Executive Director reserves the right to withdraw the privilege of the rating should any irregularity with respect to the endorsement be found.

## **Period of validity**

### **61.17.7**

- (1) A type rating is valid for a period of 12 months calculated from the date of issue, renewal, revalidation or reissue of the rating.
- (2) A class rating issued to the holder of a private pilot licence, is valid for -
  - (a) a period of 12 months calculated from the date of issue of the rating; and

- (b) a period of 24 months calculated from the date of revalidation or renewal or reissue of the rating.
- (3) A class rating issued to the holder of any other pilot licence, is valid for a period of 24 months calculated from the date of issue, renewal, revalidation or reissue of the rating.
- (4) Notwithstanding the provisions of sub-regulation (1) a class rating or type rating for touring motor, conventional or power assisted gliders is valid for as long as the glider pilot licence itself remains valid, with the proviso that the privileges of the class rating or type rating may not be exercised by the holder thereof unless he or she -
  - (a) has acted as pilot-in-command of a touring motor, conventional or powered assisted glider for a minimum of 5 hours flight time or 10 flights in the 12 months immediately preceding the intended flight and such minimum flight time may include check flights or flights undertaken by the pilot whilst receiving training appropriate to the type of glider; or
  - (b) has passed a skills test with an appropriately rated flight instructor within 90 days immediately preceding the intended flight; and
  - (c) if transporting a passenger, has within the 90 days immediately preceding the flight on which such passenger is to be transported, as pilot-in-command, has executed not less than three take-offs and three landings in a touring motor glider or not less than 3 flights in a conventional or powered assisted glider.

## **Privileges and variants**

### **61.17.8**

- (1) Subject to the provisions of the Act and regulation 61.17.1 a person is entitled to act as pilot-in-command of an aircraft for which he or she is the holder of an appropriate valid class and type rating.
- (2) A person who receives training for the purpose of applying for a class or type rating, may act as pilot-in-command of an aircraft in respect of which he or she does not hold the rating, if -
  - (a) the flight is not for remuneration or reward;
  - (b) no passengers or cargo are transported in the aircraft; and
  - (c) the training is conducted by an appropriately type rated flight instructor.
- (3) In order to extend his/her privileges to another variant of aircraft within one class or type rating, a pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data (OSD) provided to the operator on acquisition of that type of aircraft.
- (4) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.
- (5) The differences training conducted shall be entered in the pilot's logbook and signed by the instructor as appropriate.
- (6) The holder of a class rating for piston-engine aeroplanes is entitled to exercise the privileges of the rating, if such holder holds a type within the class for -
  - (a) single-engine (SEP) aeroplanes with a maximum certificated mass of 5 700 kilograms or less, endorsed in the logbook of such holder; and/or
  - (b) multi-engine (MEP) aeroplanes, with a maximum certificated mass of 5 700 kilograms or less, endorsed in the logbook of such holder.

- (7) The holder of a type rating for a piston-engine aeroplane with a maximum certificated mass exceeding 5 700 kilograms, is entitled to exercise the privileges of the rating in the type of aeroplane in which the skill test for the issuing of such rating, was conducted provided that, if such holder holds more than one type rating for -
- (a) single-engine piston aeroplanes, and the skill test was conducted in the type of single-engine piston aeroplane with the highest maximum certificated mass, such holder is entitled to exercise the privileges of the rating in all single-engine piston engine aeroplanes for which he or she is type rated; or
  - (b) single-engine and multi-engine piston aeroplanes, and the skill test was conducted in a multi-engine piston aeroplane, such holder is entitled to exercise the privileges of the rating in the single-engine and multi-engine piston engine aeroplanes for which he or she is type rated.
- (8) The holder of a type rating for a turbo propeller aeroplane, is entitled to exercise the privileges of the rating in the type of aeroplane in which the skill test for the issuing of such rating, was conducted provided that, if such holder holds more than one type rating for -
- (a) single-engine turbo propeller aeroplanes, and the skill test was conducted in the type of single-engine turbo propeller aeroplane with the highest maximum certificated mass, such holder is entitled to exercise the privileges of the rating in all single-engine turbo propeller aeroplanes for which he or she is type rated; or
  - (b) single-engine and multi-engine turbo propeller aeroplanes, and the skill test was conducted in a multi-engine turbo propeller aeroplane, such holder is entitled to exercise the privileges of the rating in the single-engine and multi-engine turbo propeller aeroplanes for which he or she is type rated.
- (9) The holder of a type rating for a turbojet aeroplane, is entitled to exercise the privileges of the rating in the type of aeroplane in which the skill test for the issue of such rating, was conducted or in the case of variants, where training by a qualified and approved instructor has been endorsed in the holder's logbook in accordance with 61.17.8 para (16).
- (10) The holder of a type rating for a helicopter, is entitled to exercise the privileges of the rating in the type of helicopter in which the skill test for the issue of such rating was conducted.
- (11) The holder of a class or type rating for a touring motor glider, is entitled to act as pilot-in-command of the touring motor glider for which he or she is rated, 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) a two-way radio communication as the air traffic service 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.
  - (c) Notwithstanding the provisions of sub-regulation (9)(a) the holder of a type rating for a touring motor glider 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 in terms of Part 62.
- (12) The holder of a class rating or a type rating for a conventional or power assisted glider is entitled to act as pilot-in-command of conventional or power assisted glider for which he or she is rated, 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) a two-way radio communication as the air traffic service 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.
  - (c) Notwithstanding the provisions of sub-regulation (10)(a) the holder of a type rating for a conventional or power assisted glider 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 Part 62.
- (13) The holder of a group type rating for free balloons, is entitled to exercise the privileges of the rating in all free balloons endorsed in the logbook of such holder.
  - (14) The holder of a type rating for airships, is entitled to exercise the privileges of the rating in all types of airships endorsed in the logbook of such holder.
  - (15) If the type variant has not been flown within a period of 24 months following the differences training or the date of last having flown the variant, further differences training or a proficiency check in that variant will be required as specified in Document NAM-CATS-FCL 61 or by the Executive Director.
  - (16) Differences training as detailed in Document NAM-CATS-FCL 61 require additional knowledge and training on an approved flight simulation training device or aircraft to convert an applicant onto the type or class of aircraft under consideration.
  - (17) The differences training must be endorsed in the pilot's logbook and duly signed by the appropriately rated instructor who conducted the training.
  - (18) Familiarisation training requires acquisition of additional knowledge specific to the individual aircraft under consideration and should not require actual or flight simulation training device flight time.

## **Transfer of foreign class and type ratings**

### **61.17.9**

- (1) The Executive Director may, in terms of Article 33 of the Convention, transfer to a Namibian licence a valid class or type rating, or a model or variant of an aircraft within a class or type rating which a Contracting State has endorsed in his or her licence and logbook provided that the requirements for the ratings that were issued or renewed are equal to or above the minimum standards of this Part and that the aircraft type or types has/have been accepted on Namibian register.
- (2) The holder of a Namibian licence who wishes to have those endorsements referred in (1) above added to his or her licence, shall make a written application to the Executive Director showing proof that training and testing was successfully completed at an approved training organization.
- (3) Should a Namibian licence holder wish to undergo training for the addition of a class rating, type rating, model or variant to his or her licence at a Contracting State's approved training organization, he or she shall request approval in writing from the Executive Director and to allow for up to 14 days for such approval. Any training conducted at a foreign training organisation without prior approval will not be accepted.
- (4) Where an FSTD is to be used for the training, the device must be approved in terms of these regulations or those of the Contracting State.

## Revalidation

### 61.17.10

- (1) A type and class rating is valid for the period defined in regulation 61.17.7.
- (2) To revalidate an aeroplane class or type rating the holder must: -
  - (a) within 90 days immediately prior to the date of expiry of the class rating, pass a skills test on a type within the class with a designated flight examiner,
  - (b) within 90 days immediately prior to the date of expiry of the type rating for piston engine and turbo-props, pass a skill test on the type with the highest certificated mass with a designated flight examiner,
  - (c) within 90 days immediately prior to the date of expiry of the type rating for turbojets, pass a skill test with a designated flight examiner on each type for which a revalidation is sought and,
  - (d) in addition for a type rating test, within the 3 months immediately preceding the date of expiry, he or she must provide proof of having attended a refresher course conducted by an approved Part 141 aviation training organisation.
- (3) To revalidate a helicopter class and type rating the holder must-
  - (a) within 90 days immediately prior to the date of expiry of the class and type rating, pass a skills test with a designated flight examiner on each type for which a revalidation is sought and,
  - (b) in addition for a complex type, within the 3 months immediately preceding the date of expiry, he or she must provide proof of having attended a refresher course conducted by an approved Part 141 aviation training organisation
- (4) The type or class rating will be revalidated from the current expiry date of the rating, unless the skills test was completed earlier than 90 days before expiry, in which case the type or class rating will be revalidated from the date of the skills test.
- (5) If the rating has lapsed for a period not exceeding 36 months, the applicant must undergo appropriate refresher training and pass a proficiency check with a designated flight examiner, as prescribed in Document NAM-CATS-FCL 61, in an aircraft appropriate to the particular type or class rating being renewed;
- (6) If the validity of the type or class rating has lapsed for more than 36 months the applicant must –
  - (a) re-write the Air Law theoretical knowledge examinations as listed in Document NAM-CATS FCL 61;
  - (b) complete the appropriate training for the type or class rating sought with a Part 141 aviation training organisation; and
  - (c) pass a proficiency check with a designated flight examiner, as prescribed in Document NAM-CATS-FCL 61, in an aircraft or flight simulation training device of the category appropriate to the particular rating being renewed.
- (7) When the applicant passes the proficiency check(s) referred to in sub-regulations (2), (4) and (5) as applicable, the DFE must –
  - (a) complete, and submit to the Executive Director, the appropriate form as prescribed in Document NAM-CAT-FCL 61; and
  - (b) endorse the holder's pilot logbook as prescribed in Document NAM-CATS-FCL 61.
- (8) The applicant must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

- (9) If the result of the skills test contemplated in sub-regulations (2), (4) or (5) as applicable, reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the designated flight examiner must –
- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto;
  - (b) report such result to the Executive Director in writing.

## **SUBPART 18 INSTRUMENT RATING**

### **General**

#### **61.18.1**

- (1) Except when receiving flight training or undergoing a skills test, no person, may act as pilot of an aircraft in accordance with instrument flight rules (IFR) or in instrument meteorological conditions (IMC) unless that person has a valid instrument rating (IR) appropriate to the aircraft being flown.
- (2) An IR may be endorsed with the following when applicable –
- (a) single-engine aeroplanes (SEA);
  - (b) multi-engine aeroplanes (MEA);
  - (c) single- and multi-engine helicopters (H);
  - (d) RNAV (GNSS)

### **Requirements for instrument rating**

#### **61.18.2**

- (1) An applicant for the issue of an instrument rating must -
- (a) hold a valid pilot licence
  - (b) hold a general radiotelephony operator's certificate;
  - (c) hold a valid night rating, unless such rating is an integral part of the pilot licence;
  - (d) hold a valid Class 1 medical certificate issued in terms of Part 67;
  - (e) have successfully completed the training as prescribed in document NAM-CATS-FCL 61 with an approved training organization in terms of Part 141;
  - (f) have passed the theoretical knowledge examination referred to in regulation 61.18.4; and
  - (g) have undergone the skill test referred to in regulation 61.18.5.
  - (h) meet the requirements of the Act.
- (2) An applicant for the issue of an instrument rating must have completed at least -
- (a) 50 hours of cross-country flight time as pilot-in-command of an aircraft, of which not less than 10 hours must be in an aeroplane, helicopter, powered-lift or airship as the case may be; and
  - (b) 40 hours of instrument flight instruction time, of which not more than 20 hours, or where a flight simulation training device is used, 30 hours, may be instrument ground time under supervision.

- (3) In the case of an instrument rating for a multi-engine aircraft, at least 5 hours instrument flight training referred to in sub-regulation (2)(b) must be conducted on the type of aircraft to be used for the skills test and is additional to the initial multi-engine class rating training.
- (4) In the case of an application for an instrument rating in a category of aircraft other than that for which a valid instrument rating is already held, the applicant must have undergone, in addition to the requirements of regulation 61.18.2 (2)(b), at least another 5 hours of instrument flight instruction in the new category of aircraft prior to the skills test, provided that 3 of the 5 hours may be conducted in an approved flight simulator training device .
- (5) An aircraft, used for the purpose of acquiring instrument flight time with an instructor or in a skills test, must be equipped for IFR flight and be fitted with fully functioning dual controls.

## **Application for an Instrument Rating**

### **61.18.3**

- (1) An application for an instrument rating must be made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61, and must be accompanied by the appropriate fee as prescribed in Part 187.
- (2) If the applicant complies with all the prescribed requirements, the Executive Director must issue an instrument rating in the form prescribed in Document NAM-CATS-FCL 61.

## **Theoretical knowledge examination**

### **61.18.4**

- (1) An applicant for the issuing of an instrument rating must have passed the appropriate written examination as prescribed in Document NAM-CATS-FCL 61, provided that the holder of a valid instrument rating applying for an instrument rating in a different category must not be required to write the examination again.
- (2) The Executive Director may, in terms of section 46 of the Act exempt an applicant who is a Namibian Air Force pilot from examination subjects except Air Law and Procedures, provided that the applicant holds a valid Namibian Air Force instrument rating, which has not lapsed for more than 12 months preceding the date of application.

## **Skill test**

### **61.18.5**

- (1) An applicant for the issue of an instrument rating must have demonstrated to a designated examiner, the ability to perform as pilot the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an instrument rating.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within 36 months of passing the theoretical knowledge examination and within 30 days of the last period of dual instruction.
- (3) The skill test for a helicopter instrument rating must have been conducted in a helicopter certificated for instrument flying, or in an approved flight simulation training device.
- (4) For the applicant seeking an instrument rating in a multi-engine aircraft, the skills test must be conducted in the appropriate class of aircraft, or in an approved flight simulation training device.
- (5) Where the skill test was successfully completed in a multi-engine aeroplane with centre-line thrust, the rating is restricted to centre-line thrust aeroplanes, until such time as sufficient instrument flight training

and skill test have been completed in a non-centre-line thrust multi-engine aeroplane or approved flight simulation training device.

- (6) Where an applicant has successfully completed the skills test in a multi-engine aircraft, he or she is deemed to meet the skills test requirements for a single-engine aircraft of the same category.

## **Period of validity**

### **61.18.6**

An instrument rating is valid for a period of 12 months provided that maintenance of competency for the associated licence in terms of these Regulations is complied with.

## **Privileges**

### **61.18.7**

- (1) Subject to the provisions of the Act the holder of a valid instrument rating may-
- (a) act, within the limitations of his or her pilot licence and particular instrument rating, as pilot of an aircraft in compliance with IFR and under IMC by day or by night;
  - (b) carry out an approach and a landing under IMC with the aid of approved approach aids and procedures; and
  - (c) act as safety pilot in an aircraft in respect of which such pilot holds the appropriate type rating.
- (2) Whenever the examiner or another pilot functions as a flight crew member during an initial instrument rating skills test, the privileges of the instrument rating is restricted to multi-pilot operations only.
- (3) The limitation in sub-regulation (2) may not apply to a holder who has been tested in a single-pilot aircraft without any assistance from the examiner or another pilot.
- (4) The holder of an instrument rating who wishes to conduct RNAV (GNSS) approaches must have his or her IR endorsed with RNAV (GNSS) after having complied with the requirements prescribed in Document NAM-CATS FCL 61.

## **Revalidation**

### **61.18.8**

- (1) An instrument rating is valid for a period of 12 months calculated from –
- (a) the date of issue or re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to the date of expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) To revalidate an instrument rating the following must be done –
- (a) if the validation period has not lapsed or has lapsed for a period not exceeding 36 months, the applicant must pass a proficiency check with a designated flight examiner, as prescribed in Document NAM-CATS-FCL 61, in an aircraft appropriate to the particular instrument rating being revalidated;
  - (b) if the validity of the instrument rating has lapsed for more than 36 months the applicant must –

- (i) re-write the Air Law and Procedures theoretical knowledge examinations as listed in Document NAM-CATS FCL 61;
  - (ii) acquire, in an aircraft appropriate to the particular instrument rating, or flight simulation training device, at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and
  - (iii) within 90 days of having acquired the instrument time, pass a proficiency check with a designated flight examiner, as prescribed in Document NAM-CATS-FCL 61, in an aircraft or flight simulation training device of the category appropriate to the particular instrument rating being revalidated.
- (3) Where a pilot holds an instrument rating in more than one category of aircraft, revalidation must be alternated annually in respect of each category.
- (4) Where a pilot holds an instrument rating in a particular category of aircraft for both single-engine and multi-engine aircraft, the revalidation of these ratings may be carried out alternately in a single-engine aircraft and a multi-engine aircraft of the particular category or in an approved flight simulation training device. However, in the case of a pilot not revalidating the single-pilot instrument rating every alternate year in a single-pilot aircraft, the single-pilot rating would become invalid.
- (5) When the holder of an instrument rating passes the proficiency check(s) referred to in sub-regulation (1), the designated flight examiner must –
- (a) complete, and submit to the Executive Director, the appropriate form as prescribed in Document NAM-CAT-FCL 61; and
  - (b) endorse the holder's pilot logbook as prescribed in Document NAM-CATS-FCL 61.
- (6) Where the holder has failed the revalidation test, the designated flight examiner must notify the Executive Director immediately in writing and also inform the holder that the rating has become invalid and that he or she may not exercise the privileges of an instrument rating.

## **Maintenance of competency**

### **61.18.9**

- (1) The holder of an instrument rating may not act as pilot-in-command of an aircraft under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she has, within the 90 days immediately preceding such flight, by means of an instrument approach procedure or procedures which have been established by the Executive Director or by an appropriate authority -
- (a) executed at least two instrument approaches in an appropriate aircraft or an approved flight simulation training device, under IMC or simulated IMC; or
  - (b) undergone the skill test referred to in regulation 61.18.5 or revalidation proficiency check in regulation 61.18.8.

## **SUBPART 19 GRADE I FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade I flight instructor rating**

#### **61.19.1**

An applicant for the issue of a Grade I flight instructor rating must –

- (a) hold a valid airline transport pilot licence for the applicable aeroplane, helicopter or powered-lift categories of aircraft ;
- (b) hold a valid commercial pilot licence for the applicable free balloon or airship categories of aircraft;
- (c) for aeroplanes, helicopters and powered-lift categories,
  - (i) hold a valid instrument rating;
  - (ii) hold the appropriate instrument flight training endorsement if applicable;
- (d) hold or have held during the immediately preceding 90 days, a valid Grade II flight instructor rating;
- (e) have held a Grade II Flight Instructor Rating for at least 8 months and
- (f) for the aeroplane, helicopter and powered-lift categories, must have –
  - (i) given not less than 1500 hours of flight instruction as a flight instructor; and
  - (ii) acquired in an aircraft or an approved flight simulation training device at least 10 hours of instrument flight time during the six months immediately preceding the application.
- (g) for free balloon and airship categories, must have given not less than 500 hours of flight instruction as a flight instructor;
- (h) have successfully completed the appropriate training course as prescribed by NAM-CATS-FCL 61 with an approved Aviation Training Organisation in terms of Part 141;
- (i) have successfully completed the instructor ground evaluation test as prescribed in NAM-CATS-FCL 61; and
- (j) have undergone the skill test referred to in regulation 61.19.3 within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (i).

## **Application for a Grade I Flight Instructor Rating**

### **61.19.2**

- (1) An application for a Grade I Flight Instructor Rating must be made to the Executive Director on the appropriate form and in the manner prescribed in Document NAM-CATS-FCL 61 and submitted to the Executive Director within 30 days of having completed the skills test.
- (2) The application must be accompanied by the appropriate fee as prescribed in Part 187.
- (3) If the applicant complies with the requirements referred to in regulation 61.19.1 the Executive Director must issue a Grade I Flight Instructor Rating in the appropriate format as prescribed in Document NAM-CATS-FCL 61.

## **Skill test**

### **61.19.3**

- (1) An applicant for the issue of a Grade I flight instructor rating must have demonstrated to a designated examiner, the ability to perform as a Grade I flight instructor the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, in the applicable category of aircraft, with a degree of competency appropriate to the privileges granted to the holder of a Grade I flight instructor rating.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 30 days immediately preceding the date of application.
- (3) In case of an aeroplane, the initial skill test must have been conducted in -

- (a) a complex single- or multi-engine aircraft which has variable pitch propellers and retractable undercarriage, or
  - (b) in an aircraft with a turbojet engine, or
  - (c) in an approved level D flight simulation training device.
- (4) In case of a helicopter, the initial skill test must be conducted in a multi-engine helicopter with fully functional dual controls, or in an approved level D flight simulation training device.
- (5) In the case of free balloons, initial skills test must be conducted in the class and type of free balloon for which the instructor endorsement is required.
- (6) In the case of airships, initial skills test must be conducted in the class and type of airship for which the instructor endorsement is required.
- (7) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with satisfactory written evidence that –
- (a) he or she has satisfactorily completed the required training at an approved Part 141 aviation training organisation; and
  - (b) the Grade I or II Flight Instructor who has provided the supervision considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade I Flight Instructor

## **Period of validity**

### **61.19.4**

- (1) A Grade I flight instructor rating is valid for a period of 12 months calculated from the date of issue and thereafter for a period of 36 months calculated from –
- (a) the date of issue or reissue; or
  - (b) the beginning of the month following the date of -
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i);
- (2) The holder of a Grade I Flight Instructor Rating that has expired may, before a further period of 60 months calculated from the date of expiry of the rating, apply to the Executive Director for the reissue of a Grade I Flight Instructor Rating provided that he or she has:
- (a) attended a flight instructor seminar as described in Document NAM-CATS-FCL 61 conducted by an approved Part 141 aviation training organisation; and
  - (b) passed the appropriate skills test.
- (3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the reissue of the rating, provided that the applicant complies with the following –
- (a) the re-issue of an expired Grade III Flight Instructor Rating;
  - (b) must give not less than 50 hours flight instruction as holder of a Grade III Flight Instructor Rating issued in terms of Subpart 61.21; and
  - (c) must undergo the appropriate skills test.

## **Privileges**

## **61.19.5**

Subject to the provisions of the Act the holder of a valid Grade I flight instructor rating may -

- (a) conduct the training on any class or type in the appropriate category of aircraft, provided he or she holds the appropriate class or type rating with an instructor endorsement and at least 50 hours on type ;
- (b) exercise all the privileges of a Grade II and III flight instructor rating that he or she qualified for, in the appropriate category of aircraft;
- (c) in the case of aeroplanes, helicopters or powered-lift aircraft, conduct proficiency checks and skill tests for the issue of type ratings in respect of multi-pilot aircraft, provided he or she holds the appropriate class and type rating with an instructor endorsement and at least 50 hours on type, and has completed the designated examiner training referred to in Subpart 32;
- (d) in the case of free balloons and airships, conduct proficiency checks and skill test for the issue and revalidation of -
  - (i) type and class ratings in respect of any type and class rating for which he or she holds the appropriate class and type rating with an instructor endorsement; and
  - (ii) free balloon and airship pilot licences and instructor ratings.

## **Revalidation**

### **61.19.6**

- (1) To revalidate a Grade I Flight Instructor Rating, the holder of the rating must comply with the following requirements –
  - (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a designated flight examiner; and
  - (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
    - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
    - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation.
- (2) The applicant must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.
- (3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the designated flight examiner must –
  - (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto;
  - (b) report such result to the Executive Director in writing.

## **SUBPART 20 GRADE II FLIGHT INSTRUCTOR RATING**

## **Requirements for Grade II flight instructor rating**

### **61.20.1**

- (1) An applicant for the issue of a Grade II flight instructor rating must -
  - (a) hold a valid glider pilot, free balloon pilot, airship pilot, or in the case of the aeroplane, helicopter or powered-lift categories, a commercial pilot or an airline transport pilot licence;
  - (b) in addition, for the aeroplane, helicopter and powered-lift categories,
  - (c) hold a valid instrument rating;
  - (d) hold the appropriate instrument flight training endorsement if applicable;
  - (e) hold or have held during the immediately preceding 90 days a valid Grade III flight instructor rating;
  - (f) have held a Grade III Flight Instructor Rating for at least 8 months and must have –
  - (g) given not less than 200 hours of flight instruction as a Grade III Flight Instructor and provide proof of having given instruction in every exercise of the PPL syllabus as listed in NAM-CATS-FCL 61; and
  - (h) of the instructional time referred to in sub-regulation (e) 25 instructional flight hours may be accumulated and accredited in terms of the category for gliders or power assisted gliders, and 25 instructional flight hours in any other category in terms of Parts 61 and 62;
  - (i) for the aeroplane, helicopter and powered-lift categories, have acquired in an aircraft or an approved flight simulation training device at least 10 hours of instrument flight time during the six months immediately preceding the application;
  - (j) for the glider category,
    - (i) in the case of touring gliders, have no less than 300 hours flight time;
    - (ii) in the case of conventional or power assisted gliders, have completed no less than 600 solo flights on gliders or 200 gliding hours in total.
  - (k) have successfully completed the training course as prescribed in NAM-CATS-FCL 61 with a Part 141 approved aviation training organization;
  - (l) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS FCL 61; and
  - (m) have undergone the skill test referred to in regulation 61.20.3 conducted by a designated flight examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (l).

## **Application for a Grade II Flight Instructor Rating**

### **61.20.2**

- (1) An application for a Grade II Flight Instructor Rating must be made to the Executive Director on the appropriate form and in the manner prescribed in Document NAM-CATS-FCL 61 and submitted to the Executive Director, within 30 days of having completed the skills test.
- (2) The application must be accompanied by the appropriate fee as prescribed in Part 187.
- (3) If the applicant complies with the requirements referred to in regulation 61.20.1, the Executive Director must issue a Grade II Flight Instructor Rating in the appropriate format as prescribed in Documents NAM-CATS-FCL 61.

## **Skill test**

### **61.20.3**

- (1) An applicant for the issue of a Grade II flight instructor rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Grade II flight instructor the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade II flight instructor rating.
- (2) In the case of an aeroplane, the initial skills test must be undertaken;
  - (a) in a complex single- or multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
  - (b) in an aircraft with a turbojet engine, or
  - (c) in an approved aeroplane flight simulation training device .
- (3) In the case of a helicopter, the initial skills test must be conducted in a helicopter, fitted with fully functional dual controls, or in an approved helicopter flight simulation training device.
- (4) In the case of a glider, the initial skills test must be conducted in the class and type of glider for which the instructor endorsement is required.
- (5) In the case of free balloons, initial skills test must be conducted in the class and type of free balloon for which the instructor endorsement is required.
- (6) In the case of airships, initial skills test must be conducted in the class and type of airship for which the instructor endorsement is required.
- (7) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that –
  - (a) he or she has satisfactorily completed the required training at an approved Part 141 aviation training organisation; and
  - (b) the Grade I or Grade II Flight Instructor who has provided the supervision considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade II Flight Instructor.
- (8) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 30 days immediately preceding the date of application.

## **Period of validity**

### **61.20.4**

- (1) A Grade II flight instructor rating is valid for a period of 12 months calculated from the date of initial issue and thereafter for a period of 36 months calculated from –
  - (a) the date of issue or re-issue; or
  - (b) the beginning of the month following the date of –
    - (i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
    - (ii) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a Grade II Flight Instructor Rating that has expired may, before a further period of 60 months, calculated from the date of expiry of the rating, apply to the Executive Director for the reissuing of a Grade II Flight Instructor Rating provided that he or she has –

- (a) attended a flight instructor seminar as described in Document NAM-CATS-FCL 61 conducted by an approved Part 141 aviation training organisation; and
  - (b) passed the appropriate skills test.
- (3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the reissuing of the rating, provided that the applicant complies with the following –
- (a) the re-issue of an expired Grade III Flight Instructor Rating;
  - (b) must give not less than 50 hours flight instruction as holder of a Grade III Flight Instructor Rating issued in terms of Subpart 61.21; and
  - (c) must undergo the appropriate skills test.

## Privileges

### 61.20.5

- (1) The holder of a valid Grade II flight instructor rating may with due regard to the provisions of the Act and sub-regulation (2), exercise all the privileges of a Grade III flight instructor rating which he or she qualified for, and may in addition in respect of those categories of aircraft of which he or she is the holder of the appropriate class or type ratings as flight instructor with at least 50 hours on type–
- (a) authorise the holder of a Student Pilot Licence for his or her initial solo flight;
  - (b) conduct the training for all class and type ratings within the category of aircraft hold;
  - (c) conduct the training and theoretical knowledge examinations for a Glider, Free Balloon, Airship, Private Pilot or Commercial Pilot Licence;
  - (d) for the glider category,-
    - (i) conduct and supervise basic and medium to advanced upper-air flight training, including launch and landings;
    - (ii) conduct the initial skill tests and issue skill test reports required for the issuing of a glider pilot licences and
    - (iii) conduct the initial skill and revalidation tests and issue skill test reports for instructor ratings;
  - (e) for the aeroplane, helicopter or powered-lift categories,
    - (i) conduct training for a turbine-engine aircraft, provided he or she is the holder of the turbine instructor rating endorsement with at least 50 hours on type;
    - (ii) conduct the training for an Airline Transport Pilot Licence, provided that he or she is the holder of an Airline Transport Pilot Licence;
    - (iii) conduct the training for an instrument rating, provided he or she is the holder of an instrument rating and instrument flight training endorsement;
  - (f) if he or she is the holder of appropriate instructor rating endorsement, as prescribed in Document NAM-CATS FCL 61-CATS-FCL 61, conduct the training relevant to the appropriate category or aircraft for the issue of –
    - (i) a tug pilot rating;
    - (ii) an agricultural pilot rating;
    - (iii) an aerobatics rating;
    - (iv) a tow rating;

- (v) a test pilot qualification;
  - (vi) a sling load rating;
  - (vii) a game or livestock cull rating; and
  - (viii) a winching rating.
- (g) for the aeroplane, helicopter or powered-lift categories,
- (i) conduct training for a multi-engine class or type rating, provided that he or she is the holder of the appropriate class or type rating and of a multi-engine flight instructor endorsement with at least 50 hours on type;
  - (ii) conduct training in multi-pilot aeroplanes, provided that he or she is the holder of appropriate valid type rating as flight instructor with at least 50 hours on type;
  - (iii) conduct the training for the issue of a Grade II or Grade III Flight Instructor Rating;
- (h) For the aeroplane, helicopter or powered-lift categories, after successful completion of the designated examiner training referred to in Subpart 32, conduct initial skill tests and issue skill test reports required for-
- (i) the issue of a private pilot licence ), provided that he or she meets the requirements detailed in Document NAM-CATS-FCL 61 and has been appointed as Chief Flying Instructor (CFI) of an approved Part 141 training organisation, or has been appointed by the chief flying instructor of an approved Part 141 aviation training organisation;
  - (ii) the revalidation of a Private Pilot Licence without instrument rating, and enter the appropriate endorsements;
  - (iii) the issue of a night rating;
  - (iv) the issue of a single-engine piston class rating;
  - (v) the endorsement of differences training for single- or multi-engine piston class aircraft below 5 700 kg maximum certificated mass (MCM), provided that the instructor is the holder of the appropriate instructor endorsement;
  - (vi) the issue of class/type rating for a single-engine turboprop aircraft or a type rating for multi-engine turboprop/turbojet aircraft, provided that the applicant is already the holder of an appropriate MEP class or a SE/ME turbine/turbojet type rating and that the flight instructor holds the applicable turboprop/turbojet flight instructor endorsement;
  - (vii) the endorsement of pilot logbooks in respect of familiarisation and differences training.
- (2) The holder of a valid Grade II Flight Instructor Rating who has demonstrated, to an appropriately rated designated flight examiner, or to a person authorised for the purpose in writing by the Executive Director, the ability to carry out training, may endorse the pilot logbook of the applicant with the following ratings –
- (a) an agricultural rating;
  - (b) an aerobatics rating;
  - (c) a tug pilot rating;
  - (d) a tow rating;
  - (e) a test pilot ratings
  - (f) a turbine-engine helicopter rating;
  - (g) a multi-engine helicopter rating;
  - (h) an instrument rating;
  - (i) a sling load rating; and

- (j) a winching rating.
- (3) The requirements for the endorsements referred to in sub-regulation (2) are as follows:
- (a) In all cases the instructor must have –
    - (i) the flight instructor endorsement (PI) for the specific category and class, including make and model within a class, and type rating (where a type rating is required) in his or her logbook and licence (as required); or
    - (ii) written authorisation in the case of instruction on a flight simulation training device;
  - (b) In the case of instruction in an aircraft, the instructor must have demonstrated proficiency in flying the aircraft from each pilot seat.
  - (c) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.
  - (d) For the night rating instructor endorsement, the instructor must –
    - (i) be the holder of a night rating and show evidence of having completed the training at an approved Part 141 aviation training organisation as described in Appendix 13.1, exercises 19 and 20, of SA CATS 61;
    - (ii) have demonstrated to a designated flight examiner (DFE I or D) in the case of an initial Grade III skills test, or the chief flying instructor (CFI) of an approved aviation training organization (ATO) in the case of an existing Grade III instructor, the ability to –
      - (aa) give a suitable night flying briefing;
      - (ba) give instruction in an aeroplane or approved flight simulation training device on instrument flying to the level required for a night rating; and
      - (ca) give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;
    - (iii) have his or her logbook endorsed by the designated flight examiner DFE or chief flying instructor CFI with the words “Authorised to give instruction for night ratings”.
  - (e) For the instrument flight instructor endorsement, the instructor must –
    - (i) have given not less than 100 hours of instruction in an aircraft or flight simulation training device;
    - (ii) be the holder of a valid instrument rating appropriate to the category in which the instrument training is provided;
    - (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.4 of NAM-CATS FCL 61, or an equivalent course acceptable to the Executive Director;
    - (iv) have demonstrated to a designated flight examiner I or II the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating; and
    - (v) have his or her logbook endorsed by the designated flight examiner with the words “Authorised to give instruction for instrument ratings”.
  - (f) For the multi-engine class rating instructor endorsement, the instructor must –
    - (i) have given at least 100 hours of instruction in an aircraft or flight simulation training device;
    - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of a multi-engine aircraft;

- (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.2 of SA CATS 61, or an equivalent course acceptable to the Executive Director;
  - (iv) have accumulated at least 5 hours as pilot-in command in the specific make and model of the multi-engine aircraft used for training;
  - (v) undergo a skills test for the endorsement with a designated flight examiner I or II (A); and
  - (vi) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for multi-engine class ratings”.
- (g) For the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must –
- (i) have accumulated at least 100 hours of instruction in an aeroplane or flight simulation training device;
  - (ii) have accumulated at least 50 hours of flight time as pilot-in-command of a single-engine turbo-propeller aeroplane;
  - (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.3 of SA CATS 61, or an equivalent course acceptable to the Executive Director;
  - (iv) have passed the Turbo-propeller/Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
  - (v) undergo a skills test for the endorsement with a designated flight examiner I or II (A); and
  - (vi) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for single-engine turbo-propeller class ratings”.
- (h) For the type rating instructor endorsement, the operator offering the type rating training must apply in writing to the Executive Director motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must –
- (i) have accumulated at least 100 hours of instruction in an aircraft or flight simulation training device;
  - (ii) be rated as pilot-in-command on the type if required to instruct on an aircraft;
  - (iii) show evidence of having completed a course of instruction, acceptable to the Executive Director, at an approved aviation training organisation on the specific type;
  - (iv) have passed the Turbo-propeller /Turbojet endorsement examination;
  - (v) have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
  - (vi) undergo a skills test for the endorsement with a designated flight examiner I or II (A) in the case of instructing on an aircraft, or have a written authorization in the case of instructing on a flight simulation training device; and
  - (vii) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for the (type by name) type rating”.

## **Revalidation**

### **61.20.6**

- (1) To revalidate a Grade II flight instructor rating, the holder of the rating must comply with the following requirements;

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must have undergone the appropriate skills test with a designated examiner;
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
  - (i) have given not less than 20 hours of flight instruction in the appropriate category of aircraft; or
  - (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation.
- (2) The applicant must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.
- (3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the designated flight examiner must –
  - (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto; and
  - (b) report such result to the Executive Director in writing as soon as practicable.

## **SUBPART 21 GRADE III FLIGHT INSTRUCTOR RATING**

### **Requirements for Grade III flight instructor rating**

#### **61.21.1**

- (1) An applicant for the issue of a Grade III flight instructor rating must -
  - (a) hold a valid glider pilot, free balloon pilot, airship pilot, commercial pilot licence or airline transport pilot licence ;
  - (b) have successfully completed 20 hours of flight instructor patten training as prescribed in Document NAM-CATS-FCL 61, conducted by a Grade I or a Grade II Flight Instructor,
  - (c) for the aeroplane, helicopter or powered-lift categories 15 hours of must be in an aircraft and 5 hours may be in an approved flight simulation training device ;
  - (d) for the glider, free balloon and airship categories, have no less than 200 hours flight time as pilot in command with experience gained in not less than 6 months; and undergo 30 hours of class teaching;
  - (e) have successfully completed the training course as prescribed in Document NAM-CATS-FCL 61 with a Part 141 approved aviation training organisation;
  - (f) have passed the theoretical knowledge examination referred to in regulation 61.21.3;
  - (g) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS-FCL 61; and
  - (h) have undergone the skill test referred to in regulation 61.21.4 conducted by a Designated Flight Examiner within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

- (2) Namibian Air Force pilot instructors and navigator instructors may apply for exemption for some or all of the requirements prescribed in sub-regulation (1) as indicated in sub-regulation 61.01.11.
- (3) The holder of a flight instructor rating in another category of aircraft may be exempted from attending the theoretical training referred to in paragraph (d) of sub-regulation (1).
- (4) The number of hours referred to in paragraph (b) of sub-regulation (1) may be reduced to 10 hours of flight training in the applicable category of aircraft if the applicant is the holder of a flight instructor rating in another category of aircraft;

## **Application for a Grade III Flight Instructor Rating**

### **61.21.2**

- (1) An application for a Grade III Flight Instructor Rating must be made to the Director on the appropriate form and in the manner prescribed in Document NAM-CATS-FCL 61 and submitted to the Director within 30 days of having completed the skills test.
- (2) The application must be accompanied by the appropriate fee as prescribed in Part 187.
- (3) If the applicant complies with the requirements referred to in regulation 61.21.1 the Director must issue a Grade III Flight Instructor Rating in the appropriate format as prescribed in Documents NAM-CATS-FCL 61

## **Theoretical knowledge examination**

### **61.21.3**

- (1) An applicant for the issue of a Grade III flight instructor rating must have passed the appropriate written examination, conducted by either the Authority or a Part 141 approved aviation training organisation, as prescribed in Document NAM-CATS-FCL 61.
- (2) An applicant, who is the holder of a flight instructor rating in another category of aircraft, is exempted from that portion of the theoretical knowledge examinations dealing with matters of a common nature already passed.

## **Skill test**

### **61.21.4**

- (1) An applicant for the issue of a Grade III flight instructor rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Grade III flight instructor the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade III flight instructor rating.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 30 days immediately preceding the date of application.
- (3) In case of an aeroplane, the skill test must be conducted in an aeroplane with a maximum certificated mass in excess of 450 kg, fitted with fully functional dual controls, or in an approved flight simulation training device.
- (4) In case of a helicopter, the skills test must be conducted in a helicopter fitted with fully functional dual controls, or in an approved flight simulation training device.
- (5) In case of a glider, free balloon or airship, the skills test must be conducted in the type of glider, free balloon or airship for which the instructor endorsement is required.

- (6) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that –
  - (a) he or she has satisfactorily completed the required training conducted by an approved Part 141 aviation training organisation; and
  - (b) the Grade I or Grade II Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Grade III Flight Instructor.
- (7) The applicant must submit the forms to the Executive Director, within 30 days of having completed the skills test.

## **Period of validity**

### **61.21.5**

- (1) A Grade III flight instructor rating is valid for a period of 12 months calculated from the date of initial issue or of the rating and thereafter for a period of 36 months calculated from the beginning of the month following the date of –
  - (a) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
  - (b) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (i).
- (2) The holder of a Grade III Flight Instructor Rating that has expired, may, before a further period of 12 months calculated from the date of expiry of the rating has lapsed, apply to the Executive Director for the reissuing of a Grade III Flight Instructor Rating, provided that he or she has –
  - (a) attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved aviation training organisation; and
  - (b) undergone the appropriate skills test referred to in regulation 61.21.4.
- (3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the reissuing of the rating, provided that he or she –
  - (a) has complied with the requirements for an initial issue for Grade III Flight Instructor Rating, or
  - (b) can provide satisfactory evidence that he or she has held a valid instructor rating during the lapsed period, in another Contracting State or on another category of aircraft, he or she may apply to the Executive Director for exemption from sub-regulation 61.21.1(b), (c) and (d).
- (4) An application for the reissuing of the expired rating must be made in the manner prescribed in sub-regulation 61.21.2.

## **Privileges and limitations**

### **61.21.6**

- (1) A person may only hold a type rating as instructor in respect of the category of aircraft for which he or she holds the corresponding type rating as pilot, issued in terms of this Part, and for which he has at least 50 hours experience on type.
- (2) In case of an aeroplane, the rating referred to in sub-regulation (1) is restricted to single-engine, piston-class aeroplane up to 1 600 kg maximum certificated mass.
- (3) The holder of a valid Grade III Flight Instructor rating may, under the supervision of a Grade I or Grade II Flight Instructor with the appropriate class ratings or type ratings and endorsements, and with due regard for the provisions of sub-regulations (4) and (5), give flight instruction in those aircraft for which he or she has been certified proficient by an endorsement in his or her pilot logbook.

- (4) A Grade III flight instructor may only give flight instruction towards –
- (a) the issue or revalidation of a Glider Pilot, Free Balloon Pilot, Airship Pilot or Private Pilot Licence;
  - (b) those parts of an integrated training course at Private Pilot Licence level, excluding authorisation of first solo flights;
  - (c) for the aeroplane, helicopter, or powered-lift categories, instrument flight training required for the issue of a night rating, in an approved flight simulation training device and in the appropriate aircraft, provided the flight instructor has a valid instrument rating and an appropriate flight simulation training device instructor authorisation;
  - (d) in the case of a helicopter,
    - (i) single-engine type ratings in respect of helicopters with a maximum certificated mass of 3 175 kg or less;
    - (ii) differences and familiarisation training;
    - (iii) recurrent training; and
    - (iv) route training.
- (5) For the purposes of sub-regulations (3) and (4), the Chief Flying Instructor, or a Grade I or Grade II Flight Instructor who has been approved for the purpose by the Chief Flying Instructor, must provide supervision and guidance with regard to the following –
- (a) periodic surveillance;
  - (b) assessment of the standard of instruction provided;
  - (c) standardisation of the methods of instruction used; and
  - (d) guidance on the conduct of all aviation training organisation operations.
- (6) In addition to the provisions of (3) and (4) above, the holder of a valid Grade III Helicopter Flight Instructor Rating must have demonstrated, to a designated flight examiner with the appropriate type rating and specific field endorsement, or to a person authorised for the purpose in writing by the Executive Director, the ability to provide flight instruction in any of the following fields with a degree of competency appropriate to the privileges granted by the rating and endorsement, in order for him or her to exercise the privileges –
- (a) instrument flight training; provided that the holder has a valid instrument rating on either aeroplanes or helicopters;
  - (b) turbine-engine helicopter flight training;
  - (c) multi-engine helicopter flight training;
  - (d) flight simulation training device training.
- (7) Notwithstanding the provisions of sub-regulation (3), the holder of a Grade III Flight Instructor Rating, who has been the holder of a Grade I or Grade II Flight Instructor Rating in the past, may apply to the Executive Director to retain all or some of the privileges of a Grade II Flight Instructor.
- (8) Notwithstanding the provisions of sub-regulation (7), the holder of a Grade III Flight Instructor Rating, who has a minimum of 500 hours flight instructor experience in the applicable category of aircraft, may apply to the Executive Director to exercise some of the privileges of a Grade II Flight Instructor.
- (9) The requirements for the endorsements referred to in sub-regulation (6) are as follows:
- (a) In all cases the instructor must have –
    - (i) the flight instructor endorsement (PI) for the specific aircraft class, including make and model within a class, and aircraft type (where a type rating is required) in his or her logbook and licence (as required); or
    - (ii) written authorisation in the case of instruction on a flight simulation training device ;

- (b) In the case of instruction in an aeroplane helicopter or powered-lift, the instructor must have demonstrated proficiency in flying from each pilot seat.
- (c) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.
- (d) For the night rating instructor endorsement, the instructor must –
  - (i) be the holder of a night rating and show evidence of having completed the training at an approved Part 141 aviation training organisation as described in Appendix 13.1, exercises 19 and 20, of SA CATS 61;
  - (ii) have demonstrated to a designated flight examiner Grade I or II in the case of an initial Grade III skills test, or the Chief Flying Instructor of an approved aviation training organisation in the case of an existing Grade III instructor, the ability to –
    - (aa) give a suitable night flying briefing;
    - (ba) give instruction in an aircraft or approved flight simulation training device on instrument flying to the level required for a night rating; and
    - (ca) give flight instruction at night in an aircraft which must consist of at least three take-offs and three landings;
  - (iii) have his or her logbook endorsed by the designated flight examiner or Chief Flying Instructor with the words “Authorised to give instruction for night ratings”.
- (e) For the instrument flight instructor endorsement, the instructor must –
  - (i) have given not less than 100 hours of instruction in an aircraft or flight simulation training device ;
  - (ii) be the holder of a valid instrument rating appropriate to the aircraft category in which the instrument training is provided;
  - (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.4 of SA CATS 61, or an equivalent course acceptable to the Executive Director;
  - (iv) have demonstrated to a designated flight examiner Grade I or II the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating; and
  - (v) have his or her logbook endorsed by the designated flight examiner Grade with the words “Authorised to give instruction for instrument ratings”.
- (f) For the multi-engine class rating instructor endorsement, the instructor must –
  - (i) have given at least 100 hours of instruction in an aircraft or flight simulation training device;
  - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of a multi-engine aircraft;
  - (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.2 of NAM-CATS FCL 61, or an equivalent course acceptable to the Executive Director;
  - (iv) have accumulated at least 5 hours as pilot-in command in the specific make and model of the multi-engine aircraft used for training;
  - (v) undergo a skills test for the endorsement with a designated flight examiner Grade I or II ; and

- (vi) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for multi-engine class ratings”.
- (g) For the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must –
  - (i) have accumulated at least 100 hours of instruction in an aircraft or flight simulation training device ;
  - (ii) have accumulated at least 50 hours of flight time as pilot-in-command of a single-engine turbo-propeller aircraft;
  - (iii) show evidence of having completed a course at an approved aviation training organisation as described in Appendix 13.3 of NAM-CATS FCL 61, or an equivalent course acceptable to the Executive Director;
  - (iv) have passed the Turbo-propeller/Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL;
  - (v) undergo a skills test for the endorsement with a designated flight examiner Grade I or II ; and
  - (vi) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for single-engine turbo-propeller class ratings”.
- (h) For the type rating instructor endorsement, the operator offering the type rating training must apply in writing to the Executive Director motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must –
  - (i) have accumulated at least 100 hours of instruction in an aircraft or flight simulation training device ;
  - (ii) be rated as pilot-in-command on the type if required to instruct on an aircraft;
  - (iii) show evidence of having completed a course of instruction, acceptable to the Executive Director, at an approved aviation training organisation on the specific type;
  - (iv) have passed the Turbo-propeller /Turbojet endorsement examination;
  - (v) have completed the high performance aircraft theory requirements or be the holder of an ATPL;
  - (vi) undergo a skills test for the endorsement with a designated flight examiner Grade I or II in the case of instructing on an aircraft, or have a written authorization in the case of instructing on a flight simulation training device ; and
  - (vii) have his or her logbook endorsed by the designated flight examiner with the words: “Authorised to give instruction for the type rating”.

## **Revalidation**

### **61.21.7**

- (1) To revalidate a Grade III flight instructor rating, the holder of the rating must comply with the following requirements -
  - (a) within the 90 days immediately preceding the date of expiry of such rating, have undergone the appropriate skill test conducted by a designated examiner; and
  - (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
    - (i) have given not less than 20 hours of flight instruction in the appropriate category of aircraft; or

- (ii) provide proof of having attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation.
- (2) The designated flight examiner must endorse the successful revalidation check as a Flight Instructor Grade III in the candidate's pilot logbook, complete the appropriate revalidation skills test form as prescribed in Document NAM-CATS-FCL 61, and submit the form to the Executive Director within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.
- (3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the designated flight examiner must –
  - (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that, with immediate effect, he or she may not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto; and
  - (b) report such result to the Executive Director in writing as soon as practicable.

## **SUBPART 22 TYPE RATING INSTRUCTOR RATING**

### **Requirements for a Type Rating Instructor Rating**

#### **61.22.1**

An applicant for the issue of a Type Rating Instructor rating must -

- (a) hold a valid airline transport pilot licence (aeroplane);
- (b) have successfully completed an approved type rating instructor training course;
- (c) have successfully completed 20 hours of type rating instructor pattern training as prescribed in Document NAM-CATS-FCL 61, conducted by a Grade I or a Grade II Flight Instructor in an approved flight simulation training device (FSTD);
- (d) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS-FCL 61;
- (e) have undergone 5 sectors of type rating instruction under supervision of a type rated Grade I or II flight Instructor in an approved flight simulation device; and
- (f) have undergone the skill test referred to in regulation 61.22.3 conducted by a designated Flight Examiner (FE) within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (d).

### **Application for a Type Rating Instructor Rating**

#### **61.22.2**

- (1) An application for a Type Rating Instructor Rating must be made to the Executive Director on the appropriate form and in the manner prescribed in Document NAM-CATS-FCL 61 and submitted to the Executive Director within 30 days of having completed the skills test.
- (2) The application must be accompanied by the appropriate fee as prescribed in Part 187.

- (3) If the applicant complies with the requirements referred to in regulation 61.22.1 the Executive Director must issue a Type Rating Instructor Rating in the appropriate format as prescribed in Documents NAM-CATS-FCL 61

## **Skill test**

### **61.22.3**

- (1) An applicant for the issue of a Type Rating instructor rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Type Rating instructor the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Type Rating Instructor rating.
- (2) The applicant must have undergone the skill test within the 30 days immediately preceding the date of application.
- (3) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that –
  - (a) he or she has satisfactorily completed the required training conducted by an approved Part 141 aviation training organisation; and
  - (b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Type Rating Instructor.
- (4) The applicant must submit the forms to the Executive Director, within 30 days of having completed the skills test.

## **Period of validity**

### **61.22.4**

- (1) A Type rating Instructor rating is valid for a period of 12 months calculated from the date of the initial issue of the rating and thereafter for a period of 36 months calculated from the beginning of the month following the date of –
  - (a) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
  - (b) revalidation of such rating if revalidated prior to the period referred to in sub-paragraph (a).
- (2) The holder of a Type Rating Instructor Rating that has expired, may, before a further period of 12 months calculated from the date of expiry of the rating has lapsed, apply to the Executive Director for the reissuing of a Type Rating Instructor Rating, provided that he or she has –
  - (a) attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved aviation training organisation; and
  - (b) undergone the appropriate skills test referred to in regulation 61.22.3.
- (3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the reissuing of the rating, provided that he or she –
  - (a) has complied with the requirements for an initial issue for the Type Rating Instructor Rating, or
  - (b) can prove that he or she has held a valid instructor rating during the lapsed period, in another Contracting State or on another category of aircraft, he or she may apply to the Executive Director for exemption from sub-regulation 61.22.1(b), (c) and (d).
- (4) An application for the reissuing of the expired rating must be made in the manner prescribed in sub-regulation 61.22.2.

## **Privileges and limitations**

### **61.22.5**

- (1) A person may only hold a type rating instructor rating in respect of the category of aircraft for which he or she holds the corresponding type rating as pilot-in-command, issued in terms of this Part.
- (2) A person holding a Type Rating Instructor Rating is only entitled to provide type rating training under the auspices of an approved Part 121 operator in an aircraft or flight simulation training device.

## **Revalidation**

### **61.22.6**

- (1) To revalidate a Type Rating instructor rating, the holder of the rating must comply with the following requirements -
  - (a) within the 90 days immediately preceding the date of expiry of such rating, have undergone the appropriate skill test conducted by a designated examiner; and
  - (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either –
    - (i) have given not less than 20 hours of type rating instruction in the appropriate category of aircraft; or
    - (ii) provide satisfactory evidence proof of having attended a flight instructor refresher seminar as prescribed in Document NAM-CATS-FCL 61, conducted by an approved Part 141 aviation training organisation.
- (2) The designated flight examiner must endorse the successful revalidation check as a Type Rating Instructor in the candidate's pilot logbook, complete the appropriate revalidation skills test form as prescribed in Document NAM-CATS-FCL 61, and submit the form to the Executive Director within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.
- (3) If the result of the skills test contemplated in sub-regulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the designated flight examiner must –
  - (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that with immediate effect, he or she may not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto; and
  - (b) report such result to the Executive Director in writing as soon as practicable.

## **SUBPART 23 FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION**

### **Requirements for flight simulation training device instructor authorisation**

#### **61.23.1**

- (1) An applicant for the issue of a flight simulation training device instructor authorization for an aeroplane, helicopter or powered-lift category must -
  - (a) hold or have held -

- (i) a valid commercial pilot licence or airline transport pilot licence or an equivalent licence issued by a Contracting State; and
    - (ii) a valid flight instructor rating, type rating instructor rating or an equivalent instructor rating issued by a Contracting State, in the past 6 months;
  - (b) have undergone the skill test referred to in regulation 61.23.4.
  - (c) meet the requirements of the Act.
- (2) The holder of a flight simulation training device Instructor Authorisation seeking to qualify as a type-rating instructor must complete the following additional elements –
- (a) the operator’s complete type-rating course as a learner, including technical knowledge and flight simulation training device training;
  - (b) the operator’s type rating skills test conducted in the flight simulation training device ;
  - (c) presentation of a complete type-rating course as a trainee instructor, conducted under the supervision of an appropriately authorised holder of an flight simulation training device Instructor Authorisation or an appropriately rated flight instructor; and
  - (d) a skills test as a flight simulation training device type-rating instructor, conducted by a suitably type-rated and experienced Designated Flight Examiner II or Designated Flight Examiner I.
- (3) The holder of a flight simulation training device Instructor Authorisation seeking to conduct instrument flight (IF) training towards an instrument rating must hold or have held, in the previous 60 months, a valid instrument rating.
- (4) The holder of a flight simulation training device Instructor Authorisation seeking to qualify as a multi-crew cooperation (MCC) instructor must complete the training as outlined in Document NAM-CATS-FCL 61.
- (5) The holder of a flight simulation training device Instructor Authorisation seeking to qualify for any other flight simulation training device Instructor Authorisation must undergo –
- (a) training appropriate to the training to be conducted; and
  - (b) a skills test appropriate to the course as a flight simulation training device Instructor for which authorisation is sought, by a suitably rated and experienced designated flight examiner DFE II or DFE I.
- (6) An applicant for a flight simulation training device Instructor Authorisation in a multi-pilot flight simulation training device must –
- (a) have completed at least 500 hours of flight time as pilot of multi-pilot aeroplanes, helicopters or powered lift aircraft; and
  - (b) within the 12 months immediately preceding the date of application, have completed at least four route sectors on the same type, as pilot or co-pilot or as supernumerary crew of aeroplanes, helicopters or powered-lift aircraft; or
  - (c) in the case of a person no longer holding a valid pilot licence, have completed at least 1 500 hours of flight time as pilot of multi-pilot aeroplanes, helicopters or powered lift aircraft; and
  - (d) if the authorisation is sought for training in a flight simulation training device other than a multi-pilot flight simulation training device , have 500 hours of flight time as pilot of aeroplanes, helicopters or powered lift aircraft.
- (7) For the purpose of this Subpart, the expression ‘multi-pilot aeroplane’ or ‘multi-pilot helicopter’ or ‘multi-pilot powered lift’ must be understood to be an aeroplane or a helicopter or a powered-lift required in terms of its approved flight manual to be operated by more than one pilot, or an aeroplane or helicopter or powered-lift required to be operated in terms of these Regulations with more than one pilot, and for which the operations manual provide for a division of the tasks between the Pilot Flying (PF) and the Pilot Not Flying (PNF) .

- (8) An applicant for a flight simulation training device Instructor authorisation must have successfully completed, as a learner, the flight simulation training device content of the training course for which the authorisation is sought.
- (9) If the authorisation is sought for training in a multi-pilot flight simulation training device, the applicant must have successfully completed an approved crew resource management (CRM) course.
- (10) In the case of a course leading to the authorisation for conducting training for any of the courses, the applicant must have presented the applicable course in toto under the direct supervision of a Grade I or Grade II instructor who is the holder of the appropriate type rating as flight instructor, or of a person authorised in writing for the purpose by the Executive Director.
- (11) All training must be recorded in the appropriate logbook of the applicant.

## **Application for a flight simulation training device Instructor Authorisation**

### **61.23.2**

- (1) An application for a flight simulation training device Instructor Authorisation must be made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (2) The application must be accompanied by –
  - (a) proof that the applicant has been the holder of a Commercial Pilot Licence or Airline Transport Pilot Licence in the appropriate category if not currently holding such pilot licence;
  - (b) proof of holding or having held an instrument rating if the applicant is to conduct training towards an instrument rating;
  - (c) a certified summary of the applicant's logbook or logbooks reflecting his or her pilot flying hours and the flight simulation training device hours; and
  - (d) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a flight simulation training device Instructor Authorisation in the appropriate form as prescribed in Document NAM-CATS-FCL 61, if the applicant complies with the prescribed requirements.

## **Theoretical knowledge examination**

### **61.23.3**

- (1) An applicant for the issue of a flight simulation training device FSTD instructor authorisation must have passed the appropriate written examination as prescribed in Document NAM-CATS-FCL 61.
- (2) The holder of a valid instructor rating may be exempted from those parts of the examination already passed for the issue of his or her instructor rating.
- (3) In the case of an instructor rating that has lapsed for a period of more than five years, the applicant will be required to undergo the examinations referred to in sub-regulation (1).

## **Skill test**

### **61.23.4**

- (1) An applicant for the issuing of a flight simulation training device instructor authorization must have demonstrated the ability to perform the procedures and manoeuvres as prescribed in Document NAM-

CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a flight simulation training device instructor authorisation.

- (2) The skills test must be conducted –
  - (a) by a designated flight examiner, who must be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or
  - (b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements, or by a person authorised in writing for the purpose by the Executive Director.
- (3) The applicant must have undergone the skill test referred to in sub-regulation (1), within 6 months of passing the theoretical knowledge examination referred to in regulation 61.22.3, and within the 30 days immediately preceding the date of application.
- (4) The skill test must have been conducted in an appropriate flight simulation training device.
- (5) If the applicant complies with the prescribed requirements, the examiner must –
  - (a) sign the appropriate page of the authorisation of such holder;
  - (b) endorse the logbook of such holder; and
  - (c) complete the appropriate form as per Document NAM-CATS-FCL 61 and submit the form to the Executive Director.

## **Period of validity**

### **61.23.5**

A flight simulation training device instructor authorisation is valid for a period of three years calculated from the date of issue or reissue of the authorisation or from the date of expiry of the Authorisation if such Authorisation is revalidated.

## **Privileges**

### **61.23.6**

- (1) No person at a Part 141 approved aviation training organisation may conduct training in a flight simulation training device towards obtaining a licence or a rating, or for the purposes of prescribed recurrent or refresher training, unless he or she is the holder of a valid –
  - (a) flight simulation training device Instructor Authorisation appropriate to the aircraft category and level of qualification of the flight simulation training device in which the training is conducted; or
  - (b) flight instructor rating and endorsements appropriate to the training to be given in the flight simulation training device
- (2) and unless he or she has been trained, to the satisfaction of the Part 141 aviation training organisation, to provide instruction in the flight simulation training device to be utilized; and has been trained in the techniques required to give instruction in a flight simulation training device .
- (3) A flight simulation training device Instructor Authorisation may be issued for any of the following courses in aeroplanes, helicopters or powered-lift aircraft –
  - (a) training towards type ratings and class ratings for which there is an approved flight simulation training device ;
  - (b) instrument flight training;
  - (c) recurrent training;

- (d) refresher training;
  - (e) multi-crew cooperation (MCC) training; and
  - (f) other training.
- (4) The holder of a flight simulation training device Instructor Authorisation has a responsibility of properly maintaining a logbook detailing all training undergone and conducted, and also showing all flights as an observer.
- (5) The holder of a flight simulation training device Instructor Authorisation, whilst conducting training in a flight simulation training device, must produce the Authorisation when requested by an authorised officer, inspector, or authorised person.

## **Revalidation**

### **61.23.7**

- (1) To revalidate a flight simulation training device instructor authorisation, the holder of the certificate must, within the 12 months immediately preceding the date of expiry of such authorization:
- (2) have conducted a type rating, refresher, recurrent, instrument rating or multi-crew co-operation (MCC) training course;
- (3) have completed an exercise of at least one hour duration in the role of Pilot Flying (PF) in the flight simulation training device comprising at least two approaches and, where applicable, two take-offs and landings; and
- (4) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft; and
- (5) have within the 90 days immediately preceding the date of application, undergone the skill test referred to in regulation 61.23.4.
- (6) The flight instructor or designated examiner, as the case may be, must, upon compliance with the requirements referred to in sub-regulation (1) by the holder of the authorisation -
- (a) issue the skill test report; and
  - (b) sign the appropriate page of the authorisation.
- (7) If the result of the proficiency check contemplated in sub-regulation (1) reveals that the holder of the authorisation has failed to maintain the minimum standard required to exercise the relevant privileges the flight instructor or designated examiner must -
- (a) submit the skill test report to the Executive Director; and
  - (b) may not sign the appropriate page of the authorisation.
- (8) The holder of the flight simulation training device Instructor Authorisation must be suspended with immediate effect if the holder fails the revalidation skills test, until such time that the holder passes the revalidation test.
- (9) The holder must make application for the revalidation of the flight simulation training device instructor authorisation in terms of regulation 61.23.2.

## **Reissue**

### **61.23.8**

- (1) The holder of a flight simulation training device FSTD Instructor Authorisation that has expired may apply to the Executive Director for the reissue of the expired Authorisation.

- (2) The Executive Director must re-issue the expired Authorisation if the applicant complies with the requirements for a flight simulation training device Instructor Authorisation.

## **SUBPART 24 NIGHT RATING**

### **Requirements for night rating**

#### **61.24.1**

- (1) An applicant for the issuing of a night rating must -
- (a) hold a valid pilot licence;
  - (b) submit proof of having completed the training referred to in sub-regulation (2) below;
  - (c) submit proof of having passed the theoretical knowledge examination referred to in regulation 61.24.3; and
  - (d) have undergone the skill test referred to in regulation 61.24.4.
  - (e) meet the requirements of the Act.
- (2) An applicant for a night rating must have completed under the auspices of an approved Part 141 aviation training organisation –
- (a) 5 hours of theoretical knowledge instruction and have successfully completed the appropriate training as prescribed in Document NAM-CATS-FCL 61;
  - (b) not less than 10 hours of instrument instruction, of which not more than 5 hours may be accumulated in an approved flight simulation training device (FSTD);
  - (c) in the case of a night rating on aeroplanes, not less than 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; or
  - (d) in the case of a night rating on helicopters, not less than 5 circuits with 5 take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
  - (e) in the case of a night rating on a glider, not less than 5 launches and landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
  - (f) in the case of a night rating on a free balloon, not less than 5 launches and ascents by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
  - (g) in the case of a night rating for an airship, not less than 5 ascents and descents by night as pilot manipulating the controls of the aircraft under dual instruction; and
  - (h) a dual cross-country flight by night consisting of at least –
    - (i) in the case of a night rating for aeroplanes a total distance of not less than 150 NM in the course of which at least one full-stop landing at a different aerodrome away from base is made; or
    - (ii) in the case of a night rating for helicopters, a total distance of not less than 75 NM in the course of which landings at two different aerodromes away from base are made;
    - (iii) in the case of a night rating for gliders, a total distance of not less than 35 NM in the course of which two landings are made.
    - (iv) in the case of a night rating for free balloons, a total distance of not less than 35 NM in the course of which landings at two different aerodromes away from base are made.

- (v) in the case of a night rating for airships, a total distance of not less than 15 NM in the course of which two landings are made.
- (3) A maximum of 5 hours instrument time can be credited towards the 10-hour requirement for a helicopter pilot if the applicant is the holder of an instrument or night rating on aeroplanes and vice versa.

## **Application for a night rating**

### **61.24.2**

- (1) An application for a night rating must be made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (2) The application must be accompanied by –
  - (a) the skills test report as prescribed in Document NAM-CATS-FCL 61;
  - (b) satisfactory evidence that the applicant meets the requirements of regulation 61.24.1; and
  - (c) the appropriate fee as prescribed in Part 187.
- (3) If the applicant complies with the appropriate requirements, the Executive Director must issue a night rating in the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (4) A night rating is valid as long as the pilot licence of the holder of the rating is valid and the appropriate requirements for the rating are maintained.

## **Theoretical knowledge examination**

### **61.24.3**

An applicant for the issue of a night rating must have passed the written examination on the theoretical knowledge requirements of regulation 61.24.1 (2) administered by a Part 141 approved training organisation.

## **Skill test**

### **61.24.4**

- (1) An applicant for the issue of a night rating must have demonstrated to an appropriately rated Grade I or II flight instructor, the ability to perform the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a night rating.
- (2) The skills test must be conducted in an aircraft of the applicable category, and must include a minimum of 3 take-offs, 3 circuits and 3 landings by night. Where applicable, the instrument component of the skills test may be conducted by day.
- (3) The applicant must have undergone the skill test within the 30 days immediately preceding the date of application.
- (4) The skill test may be conducted in an approved flight simulation training device.

## **Period of validity**

### **61.24.5**

A night rating is valid for the period for which the pilot licence held by the holder of the rating is valid: Provided that the privileges of such rating must not be exercised by the holder thereof if the licence validity is not maintained.

## **Privileges**

### **61.24.6**

- (1) Subject to the provisions of the Act the holder of a valid night rating is entitled to exercise all the privileges of his or her pilot licence by night in the type of aircraft for which the holder is rated.
- (2) Notwithstanding the provisions of sub-regulation (1), the holder of a night rating must, in the case of single-pilot helicopter operations carried out in terms of Part 127, meet additional experience requirements as prescribed by that Part.

## **SUBPART 25: TEST PILOT QUALIFICATION**

### **General**

#### **61.25.1**

A test flight must be carried out prior to the initial issuing of a certificate of airworthiness or for the validation or rendering effective of a certificate of airworthiness or after any maintenance, adjustment or repair likely to effect the flying characteristics of the aircraft and as stipulated in the maintenance manual and/or as prescribed by the Executive Director.

### **Type certification**

#### **61.25.2**

- (1) Test flying conducted to certify that an aircraft meets all applicable safety and performance requirements for type certification must be conducted by a pilot who is a graduate test pilot of one of the following Society of Experimental Test Pilots recognised test pilot schools:
  - (a) Empire Test Pilot School. (UK);
  - (b) United States Air Force Test Pilot School. (USA);
  - (c) United States Navy Test Pilot School. (USA);
  - (d) EPNER. (France);
  - (e) National Test Pilot School. (USA);
  - (f) International Test Pilot School. (UK);
  - (g) Oudtshoorn (RSA).
- (2) The Executive Director may, after evaluation of a written application and supporting documentation, recognise the test pilot qualification of a graduate of a test pilot school not listed above.
- (3) The Executive Director may, after evaluation of a written application and supporting documentation, exempt a pilot who does not meet the qualification requirements of sub regulation (1) above.

## **Non-type certification and experimental / prototype test flying and general flight testing**

### **61.25.3**

- (1) In order to carry out experimental, prototype test flying for non-type certification or general test flying, the pilot must be the holder of a valid recreational pilot or higher grade licence in the particular category, class or type of aircraft; and -
  - (a) have completed not less than 500 hours of flight time, of which not less than 300 hours as pilot-in-command;
  - (b) be the holder of the appropriate aircraft category rating; and
  - (c) be the holder of the appropriate aircraft class rating;
  - (d) A test flight for the purpose of the issuing, validation or rendering effective of a certificate of airworthiness for such aircraft.
  - (e) An import test flight for the purpose of experimental, development or investigative test flying for the issuing of an initial certificate of airworthiness of such aircraft.
  - (f) A maintenance test flight for the purpose of the validation or rendering effective of a certificate of airworthiness for such aircraft previously issued by the South African Civil Aviation Authority.
  - (g) A systems acceptance flight for the purpose of testing the operation or effective functioning of a system of an aircraft that does not affect the flying characteristics of the aircraft.

## **SUBPART 26 TUG PILOT RATING**

### **Requirements for tug pilot rating**

#### **61.26.1**

- (1) An applicant for the issuing of a tug pilot rating must -
  - (a) hold a valid private pilot licence, commercial pilot licence or airline transport licence;
  - (b) hold an appropriate type rating for the aircraft in respect of which the applicant will act as a tug pilot; and
  - (c) have acquired at least 60 hours as pilot-in-command of the type of aircraft to be used for the tug operation,
  - (d) complete at least 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tug pilot rating designated for such purpose in writing by the Executive Director; and
  - (e) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tug pilot rating designated for such purpose in writing by the Executive Director, the ability to act as pilot-in-command of a tug aeroplane whilst having an aircraft in tow.
- (2) The Grade I or Grade II flight instructor who oversees the skills test must endorse the pilot's logbook and submit notification of the endorsement to the Executive Director as per Document NAM-CATS-FCL 61.

### **Application for tug pilot rating**

#### **61.26.2**

An application for the issuing of a tug pilot rating is made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and accompanied by -

- (a) a copy of the summary of the logbook of the applicant; and
- (b) the appropriate fee as prescribed in Part 187.

## **Privileges**

### **61.26.3**

Subject to the provisions of the Act the holder of a tug pilot rating is entitled to act as a pilot-in-command of an aircraft during tug operations.

## **SUBPART 27 TOW RATING**

### **Requirements for a Tow Rating (Aeroplane)**

#### **61.27.1**

- (1) An applicant for a tow rating must –
  - (a) hold at least a valid Private Pilot Licence (Aeroplane);
  - (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aeroplane;
  - (c) have acquired at least 60 hours as pilot-in-command of a tow aircraft
  - (d) have acquired suitable experience that includes at least completion of 10 tow operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a tow rating designated for such purpose in writing by the Executive Director; and
  - (e) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a tow rating designated for such purpose in writing by the Executive Director, the ability to act as pilot-in-command of an aeroplane while having a banner in tow.
- (2) The Grade I or Grade II flight instructor who oversees the skills test must endorse the pilot's logbook and submit notification of the endorsement to the Executive Director as per Document NAM-CATS-FCL 61.

### **Application for tow pilot rating**

#### **61.27.2**

An application for the issuing of a tow pilot rating is made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and accompanied by -

- (a) a copy of the summary of the logbook of the applicant; and
- (b) the appropriate fee as prescribed in Part 187.

### **Privileges of a Tow Rating (Aeroplane)**

#### **61.27.3**

The holder of a tow rating may act as pilot-in-command of an aeroplane during tow operations.

## **SUBPART 28 HELICOPTER SLING-LOAD RATING**

### **Requirements for helicopter sling-load rating**

#### **61.28.1**

- (1) An applicant for the issuing of a helicopter sling-load rating must-
  - (a) hold, a valid commercial pilot licence (helicopter) or a valid airline transport pilot licence (helicopter);
  - (b) hold an appropriate valid class and type rating for the helicopter in respect of which the applicant will carry out helicopter sling-load operations;
  - (c) have acquired not less than 250 hours of flight time as pilot-in-command of a helicopter of which not less than five hours flight time of sling load operations must have been undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid helicopter sling load rating;
  - (d) have successfully completed the appropriate training as prescribed in Document NAM-CATS-FCL 61; and
  - (e) have successfully undergone a skills test demonstrating to an appropriately rated Grade I flight instructor, or to a person designated by the Executive Director in writing for the purpose, his or her ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter sling load rating.
- (2) The applicant must undergo the skills test referred to in paragraph (e) of sub-regulation (1) within 30 days immediately preceding the date of application.

### **Application for helicopter sling-load rating**

#### **61.28.2**

- (1) An application for the issuing of a helicopter sling-load rating is made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and must be accompanied by -
  - (a) a copy of a summary of the logbook of the applicant reflecting the appropriate experience;
  - (b) certified proof of completion of the training referred to in regulation 61.28.(1)(d); and
  - (c) the appropriate fee as prescribed in Part 187.
- (2) The Executive Director must issue a helicopter sling load rating, in the appropriate format as prescribed in Document NAM-CATS-FCL 61, if the applicant complies with the prescribed requirements.

### **Privileges**

#### **61.28.3**

- (1) Subject to the provisions of the Act the holder of a helicopter sling-load rating is entitled to act in VMC under VFR as pilot-in-command of the type of helicopter for which the holder is class and type rated, engaged in sling-load operations.
- (2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the sling load rating is also the holder of the night rating, and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

- (3) Notwithstanding the provisions of sub-regulation (1), the privileges may be exercised in IMC under IFR by an appropriately rated helicopter pilot who is also the holder of a valid helicopter instrument rating, provided that the uplift and laying down of the sling load is carried out with the use of external visual references by day or night and prior approval is received from the Executive Director.

## **Period of validity**

### **61.28.4**

A helicopter sling-load rating is valid as long as the pilot licence and type rating held, are valid.

## **SUBPART 29 HELICOPTER WINCHING RATING**

### **Requirements for winching rating (helicopter)**

#### **61.29.1**

- (1) An applicant for the issuing of a helicopter winching rating must -
  - (a) hold a valid commercial pilot licence (helicopter) or a valid airline transport pilot licence (helicopter);
  - (b) hold an appropriate valid type rating for the helicopter in respect of which the applicant will carry out winching operations;
  - (c) have acquired at least 250 hours of flight time experience as pilot-in-command of a helicopter of which not less than five hours flight time of winching operations must have been undertaken under the supervision of an appropriately rated Grade II or Grade I flight instructor, who is the holder of a valid helicopter winching rating;
  - (d) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61;
  - (e) have successfully passed the prescribed skills test thereby demonstrating, to an appropriately rated Grade I flight instructor, or to a person designated by the Executive Director in writing for the purpose, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter winching rating referred to in regulation 61.29.3.
- (2) The applicant must undergo the skills test referred to in paragraph (e) of sub-regulation (1) within 30 days immediately preceding the date of application.

### **Application for winching rating (helicopter)**

#### **61.29.2**

- (1) An application for the issuing of a helicopter winching rating is- made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and accompanied by –
  - (a) a copy of a summary of the logbook reflecting the relevant experience of the applicant;
  - (b) proof of completion of the training referred to in regulation 61.29.1 (1)(d); and
  - (c) the appropriate fee as prescribed in Part 187.

- (2) If the applicant complies with the prescribed requirements, the Executive Director must issue a helicopter winching rating in the format prescribed in Document NAM-CATS-FCL 61.

## **Privileges**

### **61.29.3**

- (1) Subject to the provisions of the Act the holder of a helicopter winching rating is entitled to act as pilot-in-command of the type of helicopter for which the holder is rated under VMC, for a helicopter engaged in helicopter winching operations.
- (2) The privileges referred to in sub-regulation (1) may only be exercised at night if the holder of the winching rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.
- (3) The privileges of the helicopter winch rating may not be exercised in IMC.

## **Period of validity**

### **61.29.4**

- (1) A helicopter winching rating is valid for the period for which the pilot licence and type rating are valid.

## **SUBPART 30 HELICOPTER GAME OR LIVESTOCK CULL RATING**

### **Requirements for helicopter game or livestock cull rating**

#### **61.30.1**

An applicant for the issuing of a helicopter game or livestock cull rating must -

- (a) hold a valid commercial pilot licence (helicopter) or a valid airline transport pilot licence (helicopter);
- (b) hold an appropriate valid type rating for the helicopter in respect of which the applicant will carry out game or livestock cull operations;
- (c) have acquired the relevant experience that should at least include completion of not less than 100 hours of flight time as pilot-in-command of a helicopter of which not less than five hours of flight time of game or livestock cull operations must have been undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid Helicopter Game or Livestock Cull Rating, or of a pilot designated in writing for the purpose by the Executive Director;
- (d) have successfully completed the training as prescribed in Document NAM-CATS-FCL 61; and
- (e) have successfully undergone a skills test demonstrating to a designated flight examiner, in a suitable helicopter for which the Helicopter Game or Livestock Cull Rating is sought, the ability to perform the procedures and manoeuvres prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of the Helicopter Game or Livestock Cull Rating.

## **Application for helicopter game or livestock cull rating**

### **61.30.2**

- (1) An application for the issuing of a helicopter game or livestock cull rating is- made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61; and accompanied by –
  - (a) a copy of a summary of the logbook reflecting the relevant experience of the applicant;
  - (b) proof of completion of the training referred to in regulation 61.30.1 (1)(d); and
  - (c) the appropriate fee as prescribed in Part 187.
- (2) If the applicant complies with the prescribed requirements, the Executive Director must issue a helicopter game or livestock cull rating in the format prescribed in Document NAM-CATS-FCL 61.

## **Privileges and Limitations**

### **61.30.3**

- (1) Subject to the provisions of the Act the holder of a helicopter game or livestock cull rating is entitled to act as pilot-in-command of the type of helicopter for which the holder is rated, engaged in game or livestock cull operations.
- (2) No person may act as pilot-in-command of a helicopter engaged in game or livestock culling operation, unless within the 12 months immediately preceding the intended flight he or she has performed a game or livestock culling operation in a helicopter of the same type by name either independently or under the supervision of an appropriately rated Grade I or Grade II flight instructor.

## **Period of validity**

### **61.30.4**

A game or livestock cull rating (helicopter) is valid for the period for which the pilot licence and type rating held by the holder of the rating, are valid.

## **SUBPART 31 AGRICULTURAL PILOT RATING**

### **Requirements for agricultural pilot rating**

#### **61.31.1**

- (1) An applicant for the issue of an agricultural pilot rating must -
  - (a) hold a valid pilot licence issued in terms of Part 61 or Part 62 in the category aeroplane, helicopter, or others as applicable, and in the event of acting for remuneration, hold at least a valid Commercial Pilot Licence (Aeroplane or Helicopter) or a valid Part 96 authorisation, as applicable; ;
  - (b) hold an appropriate valid class and type rating for the aircraft in respect of which the applicant will carry out agricultural operations;
  - (c) hold a valid pest control operator's certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947 (Act 36 of 1947);

- (d) have acquired not less than 300 hours of flight time experience, which must include not less than 30 hours in the case of aeroplanes and 10 hours in the case of helicopters, of flight experience in aerial applications under supervision by a suitably qualified person ; and
  - (e) have undergone the skill test referred to in regulation 61.31.3
- (2) At least 2 hours of the flight experience referred to in sub-regulation (1) must be dual instruction conducted by the holder of an appropriately rated Grade I or a Grade II flight instructor who is the holder of the appropriate category, class or type rating and the Agricultural Pilot Rating. The balance of the prescribed flight experience may be conducted under the supervision of the holder of a valid Commercial or Airline Transport Pilot Licence (Aeroplane or Helicopter) as the case may be) with an Agricultural Pilot Rating, designated by the Executive Director in writing for the purpose.

## **Application for an Agricultural Pilot Rating**

### **61.31.2**

- (1) An application for an Agricultural Pilot Rating must be made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61.
- (2) The application must be accompanied by –
  - (a) a certified true copy of the valid Pest Control Operator’s Certificate issued in terms of the Fertilisers, Farm Feeds, Agricultural Remedies and Stock Remedies Act, 1947; Check Namibia
  - (b) a copy of the relevant page of the logbook of the applicant;
  - (c) the skills test report as prescribed in Document NAM-CATS FCL 61AM-CATS-FCL 61; and
  - (d) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Agricultural Pilot Rating in the format prescribed in Document NAM-CATS-FCL 61 if the applicant complies with the prescribed requirements.
- (4) An Agricultural Pilot Rating is valid for as long as the pilot licence and the pest control operator’s certificate held by the holder of the rating, remain valid.

## **Skill test**

### **61.31.3**

- (1) An applicant for the issue of an agricultural pilot rating must have demonstrated to a Grade I instructor with an Agricultural rating, or to a person designated by the Executive Director in writing for the purpose, the ability to perform as pilot-in-command of the type of aircraft for which the applicant is rated, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an agricultural pilot rating.
- (2) The applicant must have undergone the skill test referred to in sub-regulation (1), within the 30 days immediately preceding the date of application.
- (3) The skill test referred to in sub-regulation (1) must be carried out in an aircraft which is equipped with dispensing apparatus and which is certificated for agricultural operations in terms of Part 21 or Part 24 as the case may be.

## **Privileges**

### **61.31.4**

- (1) Subject to the provisions of the Act the holder of an agricultural pilot rating is entitled to act as pilot-in-command of the type of aircraft for which the holder is rated, engaged in agricultural operations.
- (2) The holder of an Agricultural Pilot Rating may not exercise the privilege in sub-regulation (1) unless such pilot has –
  - (a) within the 12 months immediately preceding the flight, conducted at least 5 hours of agricultural flight time; or
  - (b) successfully undergone a skills test as contemplated in regulation 61.31.3 and which has been endorsed in the pilot’s logbook.
- (3) The holder of a Recreational or Private Pilot Licence (Helicopter) may not exercise the privilege in sub-regulation (1) for hire or reward or while engaged in a commercial air transport operation unless the holder of the Recreational Pilot Licence (Helicopter) is also the holder of the appropriate Part 96 Authorisation.

## **SUBPART 32 DESIGNATED EXAMINERS**

### **Categories of Designated Flight Examiners**

#### **61.32.1**

- (1) Designation of examiners may be in one or more of the following categories –
  - (a) Flight Examiner (FE);
  - (b) Type Rating Examiner (TRE);
  - (c) Class Rating Examiner (CRE);
  - (d) Commercial & Instrument Rating Examiner (CIRE);
  - (e) Airline Transport Pilot Examiner (ATPE);
  - (f) Flight Instructor Examiner (FIE);
  - (g) Synthetic Flight Examiner (SFE);
- (2) Any reference to ‘examiner’ in this Subpart shall mean a reference to each and every category of the above examiners.
- (3) Designation in any of the categories referred to in sub-regulation (1) may be in any of the aircraft categories and will be indicated by the letters A, H, G, B or S for Aeroplane, Helicopter, Glider, Free Balloon or Airship respectively.
- (4) Examiners may be designated in more than one of the aircraft categories provided they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which authorisation is sought.
- (5) In order to provide for exceptional circumstances, the Director may, on written application, approve a national of a Contracting State to act as an Foreign Flight Examiner (FFE), for a period not exceeding 90 days, for the purposes of instrument rating revalidations, class and type rating revalidations, initial type ratings or differences training. The FFE shall comply with the validation requirements of regulation 61.01.10.
- (6) The Director must issue the designation referred to in sub-regulation (5) in writing, subject to the payment of relevant fee referred to in Part 187.
- (7) In order to be considered for the purposes of sub-regulation (5), the applicant must meet at least the following minimum experience and qualification levels –

- (a) hold the equivalent examiner designation, or qualifications as those prescribed in these technical standards for examiners of the same nature issued by the appropriate authority of a Contracting State acceptable to the Director; or
- (b) hold at least a valid Commercial Pilot Licence; and
- (c) have accumulated not less than 2 000 flying hours, of which at least –
  - (i) 100 hours must be instrument flight time;
  - (ii) 50 hours must be night flight time; and
  - (iii) 100 hours must be as pilot-in-command on type;
- (d) in the case of a type rating, the applicant must have accumulated not less than 10 hours as instructor on type;
- (e) in the case where the applicant does not hold the equivalent of a Namibian Grade II Flight Instructor Rating, such person must act under the supervision of a suitably qualified instructor, an appointed designated flight examiner or a Namibian Authorised Officer or a person designated with examining privileges by the Director.

## **General requirements for Designated Flight Examiners**

### **61.32.2**

An applicant for designation as designated flight examiner must –

- (a) hold at least a valid Commercial Pilot Licence in the applicable category of aircraft and a valid Grade I or Grade II Flight Instructor Rating;
- (b) hold a valid licence and ratings, issued in terms of this Part, at least equal to the licence and ratings for which he or she seeks authorisation to conduct skills tests or proficiency checks and, unless specified otherwise, the appropriate valid flight instructor rating and endorsements;
- (c) be qualified to act as pilot-in-command of the aircraft during a skills test or proficiency check;
- (d) meet the applicable experience requirements;
- (e) meet the conditions as prescribed in Document NAM-CATS-FCL 61;
- (f) have attended a flight examiner assessment course, as prescribed in Document NAM-CATS-FCL 61;
- (g) have conducted at least one skills test in the role of a candidate examiner for which designation is sought, including briefing, conduct of the skills test, assessment of the person to whom a skills test is given, de-briefing and recording documentation. The Examiner Designation Acceptance Test must be supervised by a Namibian Authority Authorised Officer or Person designated with examining privileges or by a designated flight examiner appointed for the purpose by the Executive Director;
- (h) be currently active in the field of aviation for which the designation is sought; and
- (i) prior to initial appointment, appear before and be approved by a panel constituted for the purpose of eligibility by the Executive Director.

## **Specific Requirements for Designated Flight Examiners**

### **61.32.3**

- (1) An applicant for designation as a Flight Examiner (Aeroplane) (FE A) must meet the following additional requirements –

- (a) For conducting skill tests for the issue of the PPL (A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, the applicant must have –
  - (i) completed at least 1,000 hour of flight time as a PIC on aeroplanes or TMGs, of which at least 300 in aeroplane class for designation;
  - (ii) 500 hours of flight instruction in aeroplanes and 100 in class;
  - (iii) 100 hrs pilot-in-command night time.
- (b) For conducting skill tests for the issue of the CPL (A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance and complex aeroplanes, the applicant must have –
  - (i) A CPL (A), appropriate class rating(s);
  - (ii) A valid flight instructor Grade II rating with an aeroplane category and an appropriate class rating(s).
  - (iii) 2000 hours as pilot-in-command which includes at least -
  - (iv) 1000 hours in aeroplanes;
  - (v) 500 hours in the class of aeroplane for which the designation is sought;
  - (vi) 100 hours in aeroplanes at night;
  - (vii) 200 hours in high performance and complex aeroplanes;
  - (viii) 500 hours as a flight instructor in aeroplane which includes at least 100 hours of flight instruction given in the class of aeroplane appropriate to the designation sought;
  - (ix) 200 hours as an instrument flight instructor of which 100 hours were in aeroplanes; and
  - (x) 100 instruction time preparing pilots for CPL.
- (2) An applicant for designation as a Flight Examiner (Helicopter) (FE H) must meet the following additional requirements –
  - (a) For conducting skill tests for the issue of the PPL (H) and skill tests and proficiency checks for associated class and type ratings –
    - (i) Completed at least 1,000 hours of flight time as a pilot-in-command, of which at least 500 were in helicopters; and
    - (ii) 200 hours of flight instruction in helicopters.
  - (b) For conducting skill tests for the issue of the CPL(H) and skill tests and proficiency checks for the associated single-pilot single engine helicopter type ratings –
    - (i) Hold a CPL (H), appropriate class rating(s);
    - (ii) Hold a valid flight instructor Grade II rating with an helicopter category and appropriate class rating(s);
    - (iii) 2000 hours flight time as PIC, of which at least 500 hours were in helicopters;
    - (iv) 200 hours as a flight instructor in helicopters which includes; and
    - (v) 50 hours instruction time preparing pilots for CPL.
  - (c) If applying for large helicopters to be listed on the designation certificate, 100 hours acting as pilot-in-command in large helicopters, including a minimum of 50 hours in the type sought.
- (3) An applicant for designation as a Type Rating Examiner (Aeroplane) (TRE A) must meet the following additional requirements –
  - (a) In the case of multi-pilot aeroplanes, have completed 1,500 hours of flight time as a pilot of multi-pilot aeroplanes, as applicable, of which at least 500 hours shall be as pilot-in-command;

- (b) In the case of single pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single pilot aeroplanes, of which at least 200 hours shall be as pilot-in-command;
    - (i) Hold a CPL or ATPL and an instructor rating or TRI certificate for the applicable type;
    - (ii) For the initial issue of a TRE designation, have completed at least 50 hours of flight instruction as the holder of a flight instructor rating with a type rating endorsement, or as a type rating instructor, or as a SFI in the applicable type or an FSTD representing that type.
- (4) An applicant for designation as a Type Rating Examiner (Helicopter) (TRE H) must meet the following additional requirements –
- (a) Hold a type rating instructor rating (H) certificate or, in the case of single-pilot single-engine helicopters a valid FI (H) rating with a type rating instructor endorsement for the applicable type;
  - (b) For the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a type rating instructor, FI or SFI in the applicable type or an FSTD representing that type;
  - (c) In the case of multi-pilot helicopters;
    - (i) Hold a CPL (H) or ATPL(H); and
    - (ii) Have completed 1,000 hours of flight as a pilot on multi-pilot helicopters; of which at least 500 hours shall be pilot-in-command.
  - (d) In the case of single-pilot multi-engine helicopters:
    - (i) Have completed 1,000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as pilot-in-command; and
    - (ii) Hold a CPL (H) or ATPL (H) and, when applicable, a valid IR (H).
  - (e) In the case of single-pilot single-engine helicopters:
    - (i) Have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as pilot-in-command; and
    - (ii) Hold a CPL (H) or ATPL (H).
  - (f) To extend the authorisations of a TRE (H) from single-pilot multi-engine to multi-pilot multi-engine authorization on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.
  - (g) .
- (5) An applicant for designation as a Class Rating Examiner (Aeroplane) (CRE A) must meet the following additional requirements –
- (a) Hold a CPL (A), or ATPL (A) with single pilot privileges;
  - (b) Hold a Grade II flight instructor rating with a class rating instructor endorsement for the applicable class or type; and
  - (c) Have completed 500 hours of flight time as a pilot on aeroplanes.
- (6) An applicant for designation as a Class Rating Examiner (Helicopter) (CRE H) must meet the following additional requirements –
- (a) Hold a CPL (H), or ATPL (H) with single pilot privileges;
  - (b) Hold a Grade II flight instructor rating with class rating instructor endorsement certificate for the applicable class or type; and
  - (c) Have completed 500 hours of flight time as a pilot on helicopters.
- (7) An applicant for designation as a Commercial and Instrument Rating Examiner (Aeroplane) (CIRE A) must meet the following additional requirements –
- (a) Hold a commercial pilot licence with an aeroplane category rating, the appropriate class rating(s), and an Instrument (A) rating;

- (b) Hold a valid flight instructor rating with an aeroplane category, the appropriate class rating(s) and an Instrument (A) rating; and
  - (c) Have 2000 hours as PIC, which includes at least –
    - (i) 1000 hours in aeroplanes;
    - (ii) 500 hours in the class of aeroplane for which the designation is sought;
    - (iii) 200 hours of instrument flight time in actual or simulated conditions; and
    - (iv) 100 hours at night in aeroplanes;
    - (v) 500 hours as a flight instructor in aeroplanes which include at least –
      - (aa) 100 hours of flight instruction given in the class of aeroplanes applicable to the designation sought; and
      - (ba) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes.
  - (d) If applying for large, turbine-powered aircraft to be listed on the designation certificate, an additional 300 hours acting as pilot-in-command in large, turbine powered aircraft, of which at least 50 hours in the type sought is required, and 25 hours on type for each additional type.
- (8) An applicant for designation as a Commercial and Instrument Rating Examiner (Helicopter) (CIRE H) must meet the following additional requirements –
- (a) Hold a commercial pilot licence with a helicopter category, appropriate class rating(s), and an Instrument rating – Helicopter;
  - (b) Hold a valid flight instructor rating with a helicopter category rating, in the appropriate class rating(s), and an Instrument Rating - Helicopter;
  - (c) Have 2000 hours as PIC, which includes at least –
    - (i) 500 hours in helicopters; and
    - (ii) 200 hours of instrument flight time in actual or simulated conditions;
  - (d) For authority to conduct skill tests in large or turbine-powered Helicopters;
    - (i) 100 hours as pilot-in-command of large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
    - (ii) 25 hours for each additional type of large helicopter for which designation is sought.
    - (iii) 250 hours as a flight instructor in helicopters, which include at least –
      - (aa) 100 hours of flight instruction given in preparing pilots for CPL(H); and
      - (ba) 50 hours of instrument flight instruction in helicopters.
- (9) An applicant for designation as an Airline Transport Pilot Examiner (Aeroplane) (ATPE A) must meet the following additional requirements –
- (a) Hold an ATPL with an aeroplane category rating, appropriate class rating(s) and an Instrument rating – Aeroplane (IR (A)) rating;
  - (b) Hold a valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument rating - Aeroplane;
  - (c) Have 2000 hours as pilot-in-command, which includes at least –
    - (i) 1500 hours in aeroplanes;
    - (ii) 500 hours in the class of aeroplane for which the designation is sought;
    - (iii) 100 hours at night in aeroplanes;
    - (iv) 200 hours in complex aeroplanes; and
    - (v) 100 hours of instrument flight time in actual or simulated conditions.

- (vi) 500 hours as a flight instructor in aeroplanes which include at least –
  - (aa) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought;
  - (ba) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes; and
  - (ca) 150 hours flight instruction given to pilots, preparing them for a CPL (A) or ATPL (A) or an IR (A).
- (d) To conduct skill tests in large or turbine powered aeroplanes additional requirements are –
  - (i) 300 hours in large or turbine-powered aeroplanes, of which 50 hours are in the type of aeroplane for which designation is sought, and
  - (ii) 25 hours for each additional type of large aeroplane for which designation is sought.
- (10) An applicant for designation as an Airline Transport Pilot Examiner (Helicopter) (ATPE H) must meet the following additional requirements –
  - (a) Hold an ATPL with a helicopter category rating, appropriate class rating(s) and an Instrument Rating – Helicopter.
  - (b) Hold a valid flight instructor certificate and endorsed for helicopter category rating, the appropriate class rating(s) and an Instrument rating – Helicopter.
  - (c) Have 2000 hours as pilot-in-command, which includes at least –
    - (i) 1200 hours pilot-in-command in helicopters;
    - (ii) 100 hours PIC of instrument flight time in actual or simulated conditions;
    - (iii) For authority to conduct skill tests in large helicopters;
      - (aa) 100 hours pilot-in-command in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought, and
      - (ba) 25 hours for each additional type of large helicopter for which designation is sought.
    - (iv) Have 250 hours as a flight instructor in helicopters, which include at least –
      - (aa) 100 hours of flight instruction given, preparing pilots for CPL(H) or ATPL(H); and
      - (ba) 50 hours of instrument flight instruction in helicopters.
- (11) An applicant for designation as an Flight Instructor Examiner (Aeroplane) (FIE A) must meet the following additional requirements –
  - (a) The requirements for a Commercial Instrument Rating Examiner designation, as appropriate for the category and class of aircraft pertinent to the FIE designation sought;
  - (b) Have held a Commercial and instrument Rating examiner designation for at least a year prior to designation as a FIE;
  - (c) Hold the relevant instructor rating and endorsement, as applicable;
  - (d) Have completed 2000 hours of flight time as a pilot on aeroplanes; and
  - (e) Have at least 100 hours of flight time instructing applicants for an instructor rating with the relevant endorsement.
- (12) An applicant for designation as a Flight Instructor Examiner (Helicopter) (FIE H) must meet the following additional requirements –
  - (a) Hold the relevant instructor rating and endorsement, as applicable;
  - (b) Have completed 2000 hours of flight time as pilot on helicopters;

- (c) Have at least 100 hours of flight time instructing applicants for an Instructor rating with relevant endorsement.
- (13) An applicant for designation as a Synthetic Flight Examiner (Aeroplane) (SFE A) must meet the following additional requirements –
- (a) Hold or have held an ATPL (A), a class or type rating and a SFI (A) certificate for the applicable type of aeroplane;
  - (b) Have at least 1500 hours of flight time as a pilot on multi-pilot aeroplanes;
  - (c) For the initial issue of a SIFE designation certificate, have completed at least 50 hours of synthetic flight instruction as a SFI (A) on the applicable type.
- (14) An applicant for designation as a Synthetic Flight Examiner (Helicopter) (SFE H) must meet the following additional requirements –
- (a) Hold or have held an ATPL(H), a class or type rating and an SFI (H) certificate for the applicable category and type of helicopter;
  - (b) Have at least 1500 hours of flight time as a pilot on multi-pilot helicopters;
  - (c) For the initial issue of an SIFE designation certificate, have completed at least 50 hours of synthetic flight instruction as a SFI (H) on the applicable type.
- (15) An applicant for designation as a Designated Flight Examiner (Glider) DFE (G)) must meet the following additional requirements –
- (a) hold at least a valid Glider Pilot Licence and a valid Grade II Flight Instructor Rating;
  - (a) have accumulated in gliders not less than 1000 flying hours, of which at least –
    - (i) 500 hours must be in the appropriate class of glider;
    - (ii) 200 hours must be flight instruction time on the specific type of glider.
- (16) An applicant for designation as a Designated Flight Examiner (Free Balloon) (DFE (B)) must meet the following additional requirements –
- (a) hold at least a valid commercial Free Balloon Pilot Licence and a valid Grade I Flight Instructor Rating;
  - (b) have accumulated in Free balloons not less than 1 000 flying hours, of which at least –
    - (i) 500 hours must be in the appropriate class of free balloon;
    - (ii) 200 hours must be flight instruction time on the specific type of free balloon.
- (17) An applicant for designation as a Designated Flight Examiner (Airship) (DFE (S)) must meet the following additional requirements –
- (a) hold at least a valid commercial Airship Pilot Licence and a valid Grade I Flight Instructor Rating;
  - (b) have accumulated in aeroplanes not less than 1 000 flying hours, of which at least –
    - (i) 500 hours must be in the relevant class of airship;
    - (ii) 200 hours must be flight instruction time on the specific type of airship.
- (18) An applicant for authorisation to act as examiner in a skills test or a proficiency check in respect of a helicopter sea class rating, a helicopter agricultural pilot rating, a helicopter sling load rating, a helicopter winching rating, or a helicopter game or livestock cull rating, must be the holder of the applicable valid rating.
- (19) An applicant for designation as a designated Flight Examiner (Aeroplane or Helicopter or Powered-lift) must, prior to conducting a skills test in a Flight Simulation Training Device, have conducted a similar test under the supervision of a designated flight examiner who has experience at examining skills tests in a Flight Simulation Training Device.

## **Application for Designation as Flight Examiner**

### **61.32.4**

- (1) An application for designation as flight examiner must be made to the Executive Director on the form prescribed in Document NAM-CATS-FCL 61 and must be accompanied by –
  - (a) original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
  - (b) proof of holding the required valid licence;
  - (c) original or certified proof of the applicant having successfully attended the flight examiner assessment course as prescribed in sub-regulation 61.32.2 (f);
  - (d) original or certified proof of the applicant having passed the examiner designation acceptance test as prescribed in sub-regulation 61.32.2 (g);
  - (e) motivation as to why the applicant believes he or she should be considered for designation; and
  - (f) the applicable fee as prescribed in NAM-CARS 187.
- (2) An application containing any incorrect, false or misleading information, including in respect of any supporting documentation, must be disqualified.
- (3) If any incorrect, false or misleading information comes to light, subsequent to the approval of the application, the designated flight examiner must be suspended or the designation withdrawn as prescribed in this Part.
- (4) In addition to the suspension or withdrawal, referred to in sub-regulation (3), criminal proceedings may be instituted in terms of Part 185 and any tests that may have been conducted by the applicant may be declared null and void.

## **Issuing of designation as Designated Flight Examiner**

### **61.32.5**

- (1) The Executive Director may issue a designation as flight examiner in the format determined by the Executive Director, when the applicant –
  - (a) meets the requirements prescribed in regulations 61.32.2 and 61.32.3;
  - (b) has a good record as a pilot and as flight instructor as far as safety and adherence to the Regulations are concerned; and
  - (c) signs an undertaking to abide by the Code of Conduct for Designated Flight Examiners as compiled by the Executive Director.
- (2) The designation must indicate the period of validity, its category, and any endorsements, restrictions or limitations that may apply.
- (3) An initial designation as examiner is valid for a maximum period of one year from date of designation, and thereafter for a period of 24 months.
- (4) Where designation is refused, notwithstanding that the applicant meets the requirements the Executive Director must supply the applicant with written reasons for the refusal.

## **Re-designation as Designated Flight Examiner**

### **61.32.6**

- (1) An application for re-designation as flight examiner must be made on the form prescribed in Document NAM-CATS-FCL 61 to reach the Executive Director not less than 90 days prior to the beginning of the month in which the designation expires, together with the non-refundable fee as prescribed in Part 187.
- (2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a designated flight examiner after the expiry date.
- (3) Designation of applicants is at the discretion of the Executive Director and is dependent on the examiner -
  - (a) having attended at least one designated flight examiners conference/workshop under the auspices of the Authority during the preceding 12 months from expiry of his/her current designation;
  - (b) having been subjected to the oversight prescribed in regulation 61.32.7;
  - (c) having completed at least five (5) skills tests/proficiency checks annually to the standard required by the Director; and
  - (d) having complied with the duties as prescribed in Document NAM-CATS-FCL 61.
- (4) The Executive Director must publish the names and details of designated flight examiners.

## **Designation, oversight, suspension and withdrawal of Designation as Flight Examiner**

### **61.32.7**

- (1) A designation to act as flight examiner is a privilege and not a right.
- (2) The examiner conducts tests or checks on behalf of the Authority.
- (3) The Executive Director must exercise oversight before designation, then within 12 months after initial designation and thereafter at least once every two (2) years in respect of each designated flight examiner for the purposes of compliance with the requirements, including maintenance of flight and safety standards.
- (4) When the Executive Director has reasonable grounds to suspect misconduct, which could compromise flight safety, he or she may suspend or withdraw the person's designation as flight examiner.
- (5) The Executive Director must provide written reasons for the suspension, withdrawal, or curtailment of designation as flight examiner.

## **Authorisations and Limitations of Designated Flight Examiners**

### **61.32.8**

- (1) The Executive Director must determine the authorisations and limitations of a designated flight examiner dependent upon the applicant's qualifications, recent and total flight experience and must specify them on the certificate issued by the Executive Director.
- (2) Where a designated flight examiner exercises the authorisations of his or her designation as an observer in flight or in a Flight Simulation Training Device, and not as a required flight crew member, the holder is not required to hold a valid medical certificate.
- (3) A designated flight examiner must limit the number of skills tests and proficiency checks to a maximum of four tests or checks per working day, subject to the limitations of Part 91 or the operator's flight and duty time limitations as filed with the Director.
- (4) A skills test/proficiency check or proficiency check may be conducted by a designated flight examiner in an aircraft under the following conditions –
  - (a) When a test is to be administered in a piston engine aeroplane (single- or multi-) having a maximum certificated mass of 5 700 kg or less, or in a helicopter, as the case may be, and if the designated

flight examiner is not current on such aircraft, the pilot to be tested must have a valid licence and be appropriately rated to act as pilot-in-command on the aircraft;

- (b) In the case where the test is to be executed in aircraft that require a single-engine turboprop class rating or type rating to be endorsed in the pilot licence, the designated flight examiner must be instructor rated in that class or type of aircraft;
  - (c) For the purposes of conducting an instrument rating revalidation in an aircraft certified for multi crew operation, and where the designated flight examiner is not rated, the aircraft crew must comprise of two appropriately licensed pilots, where in such case, the test is assessed by the designated flight examiner, not occupying a pilot seat;
  - (d) The designated flight examiner, when occupying a pilot seat as examiner in an aircraft with a maximum certificated mass in excess of 5 700 kg shall hold a valid type rating for the aircraft in which the test is being carried out.
- (5) A skills test/proficiency checks may be conducted in a simulator, under the following conditions-
- (a) Except as otherwise noted, a synthetic flight training device, whether a simulator (FFS) or flight training device (FTD) used for Flight Checks must:
    - (i) meet the requirements of the Simulator Manual or equivalent document of another contracting state; and
    - (ii) provide visual scenery approved for circling to permit the demonstration of one approach manoeuvre to land, where the flight crew is authorized to conduct circling approaches in accordance with the company operations manual.
  - (b) When conducting a skills test/proficiency check or an OPC in a simulator, the DEs shall not participate as a crewmember and shall limit their activities to the conduct of the PPT/OPC.
  - (c) The DE shall conduct the skills test/proficiency check in real time to maintain verisimilitude and only use freeze and repositioning sparingly. The DE shall not operate the simulator unless qualified to do so.
  - (d) Simulators must have for each observer an approved seat secured to the floor and fitted with positive restraint devices. The seat must safely restrain the occupant during any known or predicted motion system excursion. If the simulator has unserviceabilities, the DE shall refer to the Simulator Component Inoperative Guide, the Simulator Manual and the simulator qualification documents to determine if the Test/Check can proceed with the unserviceabilities. When guidance is not available, the DE may refer to the CARs, aircraft MEL, AOM/AFM, and use their experience and judgment to continue the Test/Check.
  - (e) When requesting a monitored check ride for a DE in a simulator with seating for four persons, the operator shall have the following options:
    - (i) Ask the training centre to add a seat to the simulator. (Observer seats shall be secured to the floor of the flight simulator fitted with positive restraint devices and be of sufficient integrity to safely restrain the occupant during any known or predicted motion system excursion).
    - (ii) Co-ordinate simulator training for the monitored DE to operate the console (replacing the sim operator).
    - (iii) Use a different simulator that has sufficient seating.
  - (f) The Director may also assess the possibility to conduct a monitor on a different aircraft type, where the DE has authority on more than one type. Special cases shall be assessed on an individual basis to determine the particular requirements.
  - (g) Authorisations and limitations for aeroplane- and helicopter flight examiners are based on their qualifications and experience and will be contained in the examiner authorization letter. The following authorisations apply to gliders, free balloons and airship flight examiners:
    - (i) a DFE (G) will be authorised to exercise the test/check privileges of a Grade II Flight Instructor (Glider), and to conduct the skills tests/proficiency checks for the issue,

revalidation or re-issue of a Grade II and III Flight Instructor Rating;

- (ii) a DFE (B) will be authorised to exercise the test/check privileges of a Grade I Flight Instructor (Free Balloon), and to conduct the skills tests/proficiency checks for the issue, revalidation or re-issue of a commercial free balloon pilot licence and a Grade I, II and III Flight Instructor Rating;
  - (iii) a DFE (S) will be authorised to exercise the test/check privileges of a Grade I Flight Instructor (Airship), and to conduct the skills tests/proficiency checks for the issue, revalidation or re-issue of a commercial airship pilot licence and a Grade I, II and III Flight Instructor Rating;
- (h) In the case of a person designated in terms of sub-regulation 61.32.1 (4) to exercise the authorisations granted to him or her by the Executive Director.
  - (i) Whenever a skills test or proficiency check involves a rating for special purposes, the examiner must be the holder of such special purpose rating.

## **Crew member status of Designated Flight Examiners**

### **61.32.9**

- (1) When an examiner in an aircraft acts as a required flight crew member or as pilot-in-command when conducting a skills test or proficiency check, he or she may do so only by prior written agreement, proof of which must be retained at the point of departure.
- (2) A designated flight examiner may be allowed to act as pilot-in-command of an aircraft during a flight test under the following circumstances:-
  - (a) the skills test/proficiency check is for the issue of an instrument rating;
  - (b) the skills tests/proficiency check is for an aircraft type rating conducted from a pilot seat; or
  - (c) the designated flight examiner considers this to be necessary in the interest of safety and the skills test/proficiency check is for the issue of an initial private pilot licence.
  - (d) In all other cases the status of the designated flight examiner shall be that of an observer.

## **Skills tests and proficiency checks by Designated Flight Examiners**

### **61.32.10**

Guidelines in respect of conducting skills tests and proficiency checks are contained in Document NAM-CATS-FCL 61.

## **Register of Designated Flight Examiners**

### **61.32.11**

- (1) The Executive Director must keep a register of designated flight examiners and of approved persons to act as designated flight examiners.
- (2) The register referred to in sub-regulation (1) must contain the following details –
  - (a) name;
  - (b) category and authorisations and limitations of the designation or approval;
  - (c) licences and ratings held; and
  - (d) expiry date.

## **SUBPART 33 AEROBATICS RATING**

### **Requirements for an Aerobatics Rating (Graduate)**

#### **61.33.1**

- (1) An applicant for an Aerobatics Rating (Graduate) must –
  - (a) hold at least a valid Private Pilot Licence (Aeroplane);
  - (b) be a member of an organisation, approved or designated by the Executive Director as an aerobatics sport controlling body, as listed in Document NAM-CATS FCL 61;
  - (c) have completed the aerobatics training course prescribed in Document NAM-CATS-FCL 61;
  - (d) hold the appropriate type rating for the aeroplane; and
  - (e) passed the skills test demonstrating to an aerobatics examiner, as appointed by an approved or designated aerobatics sport controlling body and ratified by the Executive Director, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner.
- (2) The skills test referred to in sub-regulation (1) must have been passed within 30 days immediately preceding the date of application.

### **Application for an Aerobatics Rating (Graduate)**

#### **61.33.2**

- (1) An application for an Aerobatics Rating (Graduate) must be made to the Executive Director or organisation approved or designated by the Executive Director as an aerobatics sport controlling body in the appropriate form as described in Document NAM-CATS-FCL 61.
- (2) The application must be accompanied by the skills test report as prescribed in Document NAM-CATS-FCL 61 and the prescribed fee, which may be not more than the fee prescribed in Part 187, if set by an issuing authority other than the Executive Director.
- (3) If the applicant complies with the requirements referred to in regulation 61.33.1, the issuing authority must issue an Aerobatics Rating (Graduate) in the format determined by the Executive Director.
- (4) An aerobatics rating is valid for the period of one year from the date of issue, provided the pilot licence of the holder is valid.
- (5) The procedure for the revalidation of an aerobatics rating must be in accordance with Document NAM-CATS-FCL 61.
- (6) An aerobatics rating, which has not been revalidated in time, may be re-issued after its holder has applied for, and meets the conditions for its initial issue, as prescribed in this Subpart.

### **Classes of Aerobatics Ratings**

#### **61.33.3**

- (1) The holder of an Aerobatics Rating (Graduate) may apply for any of the following classes of aerobatics ratings –
  - (a) sportsman;

- (b) intermediate;
  - (c) advanced; and
  - (d) unlimited.
- (2) An aerobatics rating in any of the classes, referred to in sub-regulation (1), must be issued if the candidate has complied with the appropriate requirements as set out in Document NAM-CATS-FCL 61.
- (3) The provisions of regulations 61.33.1 and 61.33.2 apply mutatis mutandis to the application for, and the issue of, the ratings referred to in sub-regulation (1).

## **Privileges of an Aerobatics Rating**

### **61.33.4**

- (1) The holder of an aerobatics rating may, within the privileges of his or her pilot licence, –
- (a) fly all the manoeuvres, figures and sequences pertaining to the class for which he or she holds the appropriate rating;
  - (b) practise all the manoeuvres, figures and sequences pertaining to the class immediately above the one for which he or she holds a rating;
  - (c) participate in any aerobatics event, sanctioned by an approved or designated aerobatics sport controlling body; and
  - (d) apply for a display authorisation, as contemplated in these Regulations.
- (2) The holder of an aerobatics rating may only exercise the privileges in sub-regulation (1) if he or she is a member in good standing of an approved or designated aerobatics sport controlling body.

