

Part 62

RECREATIONAL PILOT LICENSING

Editorial notes:

1. *The Recreational Pilot license is limited to use by persons engaged solely in recreational aviation activities, using aircraft that are not type certified under Part 21 of the Regulations.*

A pilot licence or rating, issued in terms of this Part, is not recognised by the International Civil Aviation Organisation (ICAO) and may, therefore, only be utilised within the borders of Namibia, unless specifically authorised by the responsible authority for the foreign airspace.

ICAO permits a national authority to regulate operations within their own airspace that may not meet its minimum standards for international operations. On this basis, the Minister of Works and Transport has seen fit to introduce the recreational pilot licence prescribed in this Part.

CONTENTS

SUBPART 1: GENERAL	7
62.01.1 Applicability	7
62.01.2 Authority to act as pilot	7
62.01.3 Recreational Pilot Licences	7
62.01.4 Ratings for recreational pilots and recreational flight instructors	8
62.01.5 Category ratings	8
62.01.6 Class ratings	8
62.01.7 Type ratings	9
62.01.8 Rating for special purposes	10
62.01.9 Competency	11
62.01.10 Medical fitness	13
62.01.11 Language	14
62.01.12 Logging of flight time	14
62.01.13 Crediting of flight time and theoretical knowledge	14
62.01.14 Suspension, cancellation and appeal	15
62.01.15 Recognition and validation of pilot licences and ratings issued by an appropriate authority of a Contracting State	16
62.01.16 Application for, and issuing of, a validation of a foreign pilot licence and ratings	17
62.01.17 Documentation	18
62.01.18 Register of licences	18
62.01.19 Aviation training providers	19
62.01.20 Payment of currency fee	19
62.01.21 Radiotelephony certificates	19
SUBPART 2: RECREATIONAL PILOT LEARNER'S CERTIFICATE	19
62.02.1 Requirements for the recreational pilot learner's certificate	19
62.02.2 Certificate of competency	20
62.02.3 Application for recreational pilot learner's certificate	20
62.02.4 Period of validity	21
62.02.5 Privileges and limitations of recreational pilot learner's certificate	21
62.02.6 Crediting of flight time	22
SUBPART 3: RECREATIONAL PILOT LICENCE	22

62.03.1	Requirements for recreational pilot licence	22
62.03.2	Application for recreational pilot licence.....	22
62.03.3	Period of validity.....	23
62.03.4	Privileges of the recreational pilot licence	23
62.03.5	Maintenance of competency	24
62.03.6	Requirements for the issue of a category rating.....	24
62.03.7	Requirements for the issue of an additional class rating.....	24
62.03.8	Requirements for the issue of an additional type rating.....	24
62.03.9	Requirements for the issue of a special purpose rating.....	24

SUBPART 4: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR CONVENTIONAL MICROLIGHT AEROPLANES 25

62.04.1	General.....	25
62.04.2	Experience.....	25
62.04.3	Theoretical knowledge examination	26
62.04.4	Skills test.....	26
62.04.5	Crediting of flight time and theoretical knowledge	26
62.04.6	Application.....	27
62.04.7	Period of validity.....	27
62.04.8	Privileges and limitations of the class rating or type rating for conventional microlight aeroplanes	28
62.04.9	Maintenance of competency	28

SUBPART 5: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES..... 29

62.05.1	General.....	29
62.05.2	Experience.....	29
62.05.3	Theoretical knowledge examination	30
62.05.4	Skills test.....	30
62.05.5	Crediting of flight time and theoretical knowledge	30
62.05.6	Application.....	31
62.05.7	Period of validity.....	32
62.05.8	Privileges and limitations of the class rating for weight-shift controlled microlight aeroplanes	32
62.05.9	Maintenance of competency	32

SUBPART 6: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING FOR GYROPLANES 33

62.06.1 General.....	33
62.06.2 Experience.....	33
62.06.3 Skill test	34
62.06.6 Crediting of flight time	34
62.06.4 Application.....	34
62.06.5 Period of validity.....	35
62.06.6 Privileges and limitations.....	35
62.06.7 Maintenance of competency	35

SUBPART 7: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR HANG-GLIDERS 36

62.07.1 General.....	36
62.07.2 Experience.....	36
62.07.3 Skill test	37
62.07.4 Application for hang-glider class or add-on rating	37
62.07.5 Period of validity.....	38
62.07.6 Privileges and limitations.....	38
62.07.7 Maintenance of competency	38
62.07.8 Type ratings	38

SUBPART 8: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR PARAGLIDERS 39

62.08.1 General.....	39
62.08.2 Experience.....	39
62.08.3 Skills test.....	39
62.08.4 Application for paraglider class or add-on rating	40
62.08.5 Period of validity.....	40
62.08.6 Privileges and limitations.....	40
62.08.7 Maintenance of competency	41

SUBPART 9: REQUIREMENTS FOR THE ISSUE OF A RECREATIONAL FLIGHT INSTRUCTOR RATING 42

62.09.1 General.....	42
62.09.2 Experience.....	42
62.09.3 Skills test.....	44
62.09.4 Application.....	45
62.09.5 Privileges and limitations.....	45

62.09.6 Period of validity.....	48
62.09.7 Renewal.....	48
62.09.8 Crediting of flight time and theoretical knowledge	49
SUBPART 10: REQUIREMENTS FOR THE ISSUE OF A TEST PILOT QUALIFICATION	50
62.10.1 General.....	50
62.10.2 Privileges and limitations.....	50
SUBPART 11: REQUIREMENTS FOR THE ISSUE OF A MICROLIGHT AND LIGHT SPORT AEROPLANE TUG AND TOW RATINGS.....	50
62.11.1 General.....	50
62.11.2 Experience.....	51
62.11.3 Training.....	51
62.11.4 Skills test.....	51
62.11.5 Hang-gliding tug endorsement.....	51
62.11.6 Application.....	52
62.11.7 Privileges and limitations.....	52
SUBPART 12: REQUIREMENTS FOR THE ISSUE OF AN AGRICULTURAL PILOT RATING	52
62.12.1 General.....	52
SUBPART 13: REQUIREMENTS FOR THE ISSUE OF A HANG-GLIDER AERO-TOW ENDORSEMENT.....	53
62.13.1 General.....	53
62.13.2 Experience.....	53
62.13.3 Application.....	53
62.13.4 Privileges and limitations.....	53
62.13.5 Period of validity.....	54
62.13.6 Maintenance of competency	54
SUBPART 14: REQUIREMENTS FOR THE ISSUE OF A PART 96 AUTHORISATION	54
62.14.1 Background.....	54
62.14.2 Requirements for a Part 96 authorisation.....	54
62.14.3 Experience.....	55
62.14.4 Skills test.....	55
62.14.5 Application for a Part 96 authorisation	55

62.14.6 Period of validity.....	56
62.14.7 Privileges of a Part 96 authorisation	56
62.14.8 Maintenance of competency	56
SUBPART 15: REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE).....	57
62.15.1 Categories of designated examiners.....	57
62.15.2 Requirements	57
62.15.3 Application.....	58
62.15.4 Period of validity.....	58
62.15.5 Re-designation and reissue.....	58
62.15.6 Designation, oversight, suspension and withdrawal	59
62.15.7 Privileges and limitations.....	59
SUBPART 16: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR LIGHT SPORT AEROPLANES	59
62.16.1 General.....	59
62.16.2 Experience.....	60
62.16.3 Theoretical knowledge examination	60
62.16.4 Skills test.....	60
62.16.5 Crediting of flight time	61
62.16.6 Additional type ratings by name for light sport aeroplanes	61
62.16.7 Application.....	61
62.16.8 Period of validity.....	62
62.16.9 Privileges and limitations.....	62
62.16.10 Maintenance of competency	62

SUBPART 1: GENERAL

Applicability

62.01.1

- (1) This Part shall apply to –
 - (a) the issuing of pilot licences and ratings for Namibian recreational pilots, the privileges and limitations of such licences and ratings, and matters related thereto; and
 - (b) the issuing of a validation to the holders of foreign pilots licences and ratings with similar privileges and the privileges and limitations of such validations.
- (2) The privileges of a recreational pilot licence or a validation issued in terms of this Subpart may only be exercised within Namibia unless specifically authorised by the appropriate authority of another State to exercise some or all of such privileges within its airspace.
- (3) The provisions in this Part insofar as they may relate to the grant and exercise of privileges under any aviation document are subject to the requirements in the Act with regard to the issue, suspension, conditions imposed on or revocation of an aviation document.

Authority to act as pilot

62.01.2

- (1) No person may act as the pilot of an aircraft whilst in or over any part of Namibia including the territorial waters thereof unless such person –
 - (a) holds a valid appropriate pilot licence and rating issued by the Executive Director in terms of this Part or Part 61; 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 Part 61; or
 - (c) if the aircraft is of a foreign nationality, either –
 - (i) holds a valid pilot licence and rating issued by the appropriate authority of the State of Registry, provided such State is a Contracting State; or
 - (ii) has obtained the permission of the Executive Director, if the State of Registry is not a Contracting State.
- (2) The holder of a recreational pilot licence may not exercise any privileges other than the privileges granted by the appropriate licence and rating or validation held by such holder.
- (3) The holder of a validation of a foreign pilot licence must adhere to all the requirements and limitations prescribed by this Part in respect of the holder of a recreational pilot licence when exercising the privileges of his or her validation as a recreational pilot.

Recreational Pilot Licences

62.01.3

The Recreational Pilot Licences are –

- (a) a recreational pilot learner's certificate; and
- (b) a recreational pilot licence.

Ratings for recreational pilots and recreational flight instructors

62.01.4

The ratings for recreational pilots and recreational flight instructors are –

- (a) a category rating;
- (b) a class rating;
- (c) a type rating by name; and
- (d) a rating for special purposes.

Category ratings

62.01.5

The category ratings comprise –

- (a) conventional microlight aeroplanes;
- (b) weight-shift controlled microlight aeroplanes;
- (c) gyroplanes and gyrogliders with a maximum all-up mass of 2 000 kg or less;
- (d) hang-gliders, including powered hang-gliders;
- (e) paragliders, including powered paragliders and powered paratrikes; and
- (f) light sport aeroplanes.

Class ratings

62.01.6

The class ratings comprise –

- (a) in the case of conventional microlight aeroplanes –
 - (i) conventional microlight aeroplanes, land;
 - (ii) conventional microlight aeroplanes, amphibian and sea;
- (b) in the case of weight-shift controlled microlight aeroplanes:
 - (i) a single weight-shift controlled microlight aeroplane, land;

- (ii) a single weight-shift controlled microlight aeroplane, amphibian and sea;
- (c) in the case of hang-gliders –
 - (i) Novice;
 - (ii) Class A;
 - (iii) Class B;
 - (iv) Class C,
- (d) in the case of paragliders, powered paragliders and powered paratrikes –
 - (i) Basic;
 - (ii) Sport; and
- (e) in the case of gyroplanes –
 - (i) gyroplanes, land
 - (ii) gyroplanes, amphibian and sea
 - (iii) gyrogliders
- (f) in the case of light sport aeroplanes –
 - (i) light sport aeroplanes, land;
 - (ii) light sport aeroplanes, amphibian and sea

Type ratings

62.01.7

- (1) The type ratings for conventional microlight aeroplanes comprise type ratings for each type of conventional microlight aeroplane.
- (2) Type ratings for hang-gliders and paragliders comprise –
 - (a) Type 1, a hang-glider having a rigid primary structure with pilot weight-shift as the method of primary control;
 - (b) Type 2, a hang-glider having a rigid primary structure with moveable aerodynamic surfaces as the method of control in at least two axis;
 - (c) Type 3, a hang-glider having no rigid primary structure, a paraglider;
 - (d) Type 4, a hang-glider unable to demonstrate the ability to safely take-off or land in no-wind conditions but that is capable of being launched and landed safely by the use of the pilot's legs;
 - (e) Type 5, a hang-glider or a paraglider capable of being foot-launched, and being flown with an engine; a powered hang-glider or powered paraglider; and
 - (f) Type 6, a powered paraglider fitted with a three-wheel undercarriage and steerable nose wheel.

- (g) Type 7, a powered hang-glider fitted with a three-wheel undercarriage and steerable nose wheel, of which the wing must be a certified hang-gliding wing.
- (3) Type ratings for gyroplanes and gyrogliders comprise a rating for each type of gyroplane or gyroglider.
- (4) The type ratings for weight-shift microlight aeroplanes comprise a type rating for each weight-shift microlight.
- (5) The type ratings for light sport aeroplanes comprise a type rating for each light sport aeroplanes.

Rating for special purposes

62.01.8

- (1) The ratings for special purposes in respect of the appropriate licence comprise –
 - (a) a tandem rating;
 - (b) a recreational flight instructor rating;
 - (c) a tug and tow rating for conventional, weight-shift controlled microlight and light sport aeroplanes;
 - (d) test pilot qualification
 - (e) an agricultural pilot rating; and
 - (f) a Part 96 authorisation.
- (2) Recreational flight instructor ratings comprise –
 - (a) in the category microlight aeroplanes (conventional or weight-shift controlled)–
 - (i) a Grade C recreational flight instructor rating (conventional/weight-shift controlled microlight aeroplane);
 - (ii) a Grade B recreational flight instructor rating (conventional/weight-shift controlled microlight aeroplane); and
 - (iii) a Grade A recreational flight instructor rating (conventional/weight-shift controlled microlight aeroplane);
 - (b) in the category gyroplanes –
 - (i) a Grade C recreational flight instructor rating (gyroplane);
 - (ii) a Grade B recreational flight instructor rating (gyroplane); and
 - (iii) a Grade A recreational flight instructor rating (gyroplane);
 - (c) in the categories hang-gliders and paragliders category –
 - (i) a recreational assistant flight instructor rating (hang-gliding/paragliding);
 - (ii) a Grade C recreational flight instructor rating (hang-gliding/paragliding)
 - (iii) a Grade B recreational flight instructor rating (hang-gliding/paragliding);

- (iv) a Grade A recreational flight instructor rating (hang-gliding/paragliding); and
- (d) in the category light sport aeroplanes –
 - (i) a Grade C recreational flight instructor rating (light sport aeroplane);
 - (ii) a Grade B recreational flight instructor rating (light sport aeroplane); and
 - (iii) a Grade A recreational flight instructor rating (light sport aeroplane).

Competency

62.01.9

- (1) It is a condition of every recreational pilot licence or rating that the holder:
 - (a) may not exercise the privileges granted by the licence or rating unless such holder maintains competency by complying with the appropriate requirements prescribed in these Regulations, and
 - (b) will comply with the requirement set out in section 68(4) of the Act. .
- (2) The holder of a recreational pilot licence must undergo a general proficiency check not later than 24 months since the issue of the licence or a previous proficiency check, as the case may be.
 - (a) In the case of hang-gliders and paragliders, the annual revalidation of the category rating is sufficient to confirm proficiency.
 - (b) The proficiency check, or the annual revalidation procedure, as the case may be, must include a review of applicable regulations, NOTAMs and AICs.
 - (c) The provisions of sub-regulations (6) and (7) apply *mutatis mutandis* in respect of the annual revalidation procedure.
- (3) The proficiency check, referred to in sub-regulation (2), may be conducted by a recreational flight instructor who is the holder of the appropriate category, class or type rating.
- (4) Where the holder of a recreational pilot licence in a particular category has not maintained competency by passing the general proficiency check or an initial skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence, he or she must comply with the following requirements –
 - (a) in the case where the maintenance of competency has lapsed for less than 24 months, he or she must, in the same category for which he or she previously held a category endorsement, –
 - (i) undergo a minimum of two periods of dual training of not less than one hour;
 - (ii) practice at least 1 hour solo flight including 3 take-offs and landings; and
 - (iii) pass a general proficiency check.
 - (b) in the case where the maintenance of competency has lapsed by more than 24 months, but less than 60 months, he or she must –
 - (i) rewrite the Air Law examination;
 - (ii) undergo a minimum of two periods of dual training of not less than one hour;
 - (iii) practice a minimum of 3 hours solo flight including 3 take- offs and landings; and
 - (iv) pass a general proficiency check.
 - (c) in the case where the maintenance of competency has lapsed by more than 60 months he or she must –
 - (i) rewrite the Air Law examination;
 - (ii) undergo a minimum of three periods of dual training of not less than 1 hour each;

- (iii) practice a minimum of 5 hours solo flight including 5 take-offs and landings;
 - (iv) undergo a navigation exercise dual or under supervision of 90 minutes or more including one full stop landing at a point other than departure or final destination, and
 - (v) pass a general proficiency check, including a general confirmation of knowledge on all theoretical subjects;
- (5) The proficiency check must consist of a skills test without the need for a cross country flight test as defined in Document NAM-CATS-FCL 62, to be conducted in an aircraft of the category for which he or she is licensed: Provided that in the case of hang-gliders and paragliders the skills test need not be a requirement, unless the pilot has not met the annually required number of flights or hours.
- (6) The person, conducting the proficiency check, must enter the outcome of the proficiency check in the pilot's logbook and sign it accordingly, and submit the relevant test report to the Executive Director, or to the organisation designated for the purpose in terms of Part 149 of the Regulations, as the case may be.
- (7) The test report, referred to in paragraph (6), must be countersigned by the pilot, and the pilot concerned must be provided with a copy thereof.
- (8) Where a pilot fails a proficiency check –
 - (a) the pilot must undergo corrective training with a flight instructor, other than the person who conducted the failed proficiency check, before submitting himself or herself for a retest;
 - (b) no retest may be conducted without a letter of recommendation by the flight instructor referred to in paragraph (a).
- (9) The holder of a recreational pilot licence must pay annually the applicable currency fee as prescribed in regulation 62.01.20 and in Part 187 on the anniversary date of his or her licence.
 - (a) The fee must be paid to the Executive Director, or to the organisation designated for the purpose in terms of Part 149, as the case may, and must be accompanied by a summary of his or her logbook for the previous 12 months.
 - (b) The summary must be in the format prescribed in Document NAM-CATS-FCL 62 and be signed, certifying it to be a true reflection of his or her flying experience during the period summarised.
 - (c) Notwithstanding the provision of paragraph (a), it is not necessary for the summary to accompany the currency fee if during the preceding 12 months a six-monthly or annual summary was submitted as part of an application for the issue, renewal or reissue of a rating.
- (10) Without prejudice to the general powers of the Executive Director contained in sections 42 to 44 inclusive of the Act to suspend, revoke or impose conditions upon aviation documents;
 - (a) Where the Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be suspects that a person, licensed in terms of this Part, has failed to maintain the minimum standard required to exercise the privileges of the recreational pilot licence or any of the ratings that he or she holds, the Executive Director or the said organisation may, after having afforded the licensee an opportunity to respond, give in writing the licensee reasonable notice of such suspicion.
 - (b) The Executive Director or the said organisation may then require the person to undergo, by a date specified by the Executive Director or the said organisation, the skill test or all or some of theoretical knowledge examinations prescribed in this Part in respect of such licence or rating.

- (11) Should the tests or examinations, referred in sub-regulation (9), show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, 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.
- (12) If the person, who has been duly notified in terms of sub-regulation (8), fails without reasonable cause to present himself or herself by the specified date to undergo the test or examination prescribed, his or her standard is deemed to be below that required for the license or rating concerned and the provisions of sub-regulation (9) shall *mutatis mutandis* apply.
- (13) The holder of a lapsed or expired pilot licence issued in terms of Part 61 or Part 62, or where such holder may not exercise the privileges of his or her licence due to non-compliance with the currency requirement, may for the purpose of renewing his or her licence or rating as contemplated in sub-regulation (2) above, exercise the privileges of the recreational pilots learner certificate provided for in Part 62 provided that the holder has an appropriate current medical certificate.

Medical fitness

62.01.10

- (1) An applicant for, or holder of, a recreational pilot licence must hold an appropriate valid medical certificate issued in terms of Part 67 of these Regulations, and he or she must submit a copy thereof to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.
- (2) Notwithstanding the provisions of sub-regulation (1), where a recreational pilot licence is (to be) endorsed only for the category hang-glider or paraglider, its holder must complete and submit instead a medical fitness certificate, as prescribed in Document NAM-CATS-FCL 62.
- (3) The medical fitness certificate, prescribed in sub-regulation (2), may not be older than three months when submitted.
- (4) A new medical fitness certificate, as prescribed in sub-regulation (2), must be submitted annually together with the annual currency fee as prescribed in regulation 62.01.20.
- (5) The provisions of sub-regulations (2) to (4) shall not apply in the case of the applicant or the licence holder being the holder of any valid medical certificate issued in terms of Part 67.
- (6) The holder of a recreational pilot licence issued in terms of this Part may—
 - (a) not exercise the privileges of that licence –
 - (i) unless that person –
 - (ii) holds an appropriate valid medical certificate or medical fitness certificate, as the case may be; and
 - (iii) complies with all medical endorsements on that medical certificate or medical fitness certificate;
 - (iv) complies with the requirement set out in section 68(4) of the Act.
 - (v) while he or she is aware of having a medical deficiency that would make him or her unable to meet the medical standards for his or her medical certificate or medical fitness certificate,

until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67 (in the case of the holder of a medical certificate, referred to in sub-regulation (1)), or by a general medical practitioner (in the case of the holder of a medical fitness certificate, referred to in sub-regulation (2)).

Language

62.01.11

The applicant for a recreational pilot licence, to be issued under this Part, must have demonstrated his or her ability to use the English language as set out in Document NAM-CATS-FCL 62.

Logging of flight time

62.01.12

- (1) The holder of a recreational pilot licence must maintain a record of all his or her flight time and instruction time. Electronic logbooks may be used, provided that the electronic data is printed onto paper at least every 90 days and the printed pages are filed sequentially in a binder.
- (2) The form and information to be contained in the logbook, referred to in sub-regulation (1), and the manner in which such logbook must be maintained, is as prescribed in Document NAM-CATS-FCL 62.
- (3) Entries in pilot logbooks must be made within seven days after the completion of the flight to be recorded.
- (4) Where a pilot is engaged in flight operations away from the base where the pilot logbook is kept normally, the periods specified in paragraph (3) may be extended to 48 hours after return to base.
- (5) Pilot logbooks must be retained by their holders for at least 60 months from the date of the last flight recorded therein.
- (6) Flight time during which the holder of a recreational pilot licence is-
 - (a) receiving dual instruction must be logged as dual flight time, and must include a record of the air exercises undertaken;
 - (b) the designated pilot-in-command, must be logged as pilot-in-command time.
- (7) The holder of a recreational learner's certificate may log as solo flight time only the flight time when the learner is the sole occupant of the aircraft.
- (8) A recreational flight instructor must log the time spent in an aircraft occupying a pilot seat with access to the controls, whilst acting as a flight instructor, as flight instructor time, and may log all flight time whilst acting as such as pilot-in-command time.
- (9) A recreational flight instructor, acting as an examiner while occupying a pilot seat with access to the flight controls, may log all flight time whilst acting as such as pilot-in-command, and must make the entry EXAMINER in the remarks column. Such time must not be logged as flight instructor time.

Crediting of flight time and theoretical knowledge

62.01.13

- (1) Flight time, entered in a logbook that has been lost or destroyed, shall only be accepted for crediting purposes by the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, if the flight time can be substantiated by means acceptable to the Executive Director or the said organisation.
- (2) A person acting as pilot of an aircraft for which he or she does not hold the prescribed qualifications must not credit that flight time for any purpose, unless he or she is under approved flight instruction.
- (3) An applicant for a recreational pilot licence or any rating thereto may be credited with any previously acquired flight time in any category of aircraft to the extent recommended by the flight instructor, signing out the skill test report prescribed for the issue of the licence or rating, to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.
- (4) An applicant for a recreational pilot licence or any rating thereto, who is or who during the five years immediately preceding the application, has been the holder of a pilot licence issued in terms of Part 61 or issued by the Namibian Air Force may be exempted from any cross-country requirement prescribed in this Part, if any, at the discretion of the flight instructor signing out the skill test report prescribed for the issue of the licence or rating.
- (5) Where the holder of a recreational pilot licence applies for an additional category, class or type rating, he or she may be credited with any theoretical knowledge previously acquired in obtaining the licence or any rating, provided such theoretical knowledge meets or exceeds the standard of theoretical knowledge of the category being applied for, and at the discretion of the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

Suspension, cancellation and appeal

62.01.14

- (1) (9) Without prejudice to the general powers of the Executive Director contained in sections 42 to 44 inclusive of the Act to suspend, revoke or impose conditions upon aviation documents an authorised officer, inspector or authorised person may suspend a licence or rating issued under this Part, if –
 - (a) immediate suspension is necessary in the interests of aviation safety;
 - (b) an authorised officer, inspector or authorised person is prevented by the holder of the licence or rating from carrying out any safety inspection and audit or from performing any of the functions that the authorised officer, inspector or authorised person is permitted to perform in terms of the Act and these Regulations; or
 - (c) it is evident that the holder of the licence or rating does not comply with the relevant requirements prescribed in this Part, after such holder has been given at least 14 days within which to comply therewith and has been notified of the proposed suspension and the purpose thereof.
- (2) The notice of suspension must be given in writing, stating the reasons for the suspension.
- (3) An authorised officer, inspector or authorised person who has suspended a licence or rating must, within 7 days, submit a report in writing to the Executive Director with a evidence that a copy thereof has been submitted to the person concerned, stating the reasons why, in his or her opinion, the suspended licence or rating should be withdrawn or restored.
- (4) A person whose licence or rating has been suspended in terms of sub-regulation (1) may appeal, to the Executive Director, against such suspension within 14 days from the date of such suspension.
- (5) The appeal referred to in sub-regulation (4), must be in writing, and stating the reasons why, in the appellant's opinion, the suspension should be varied or set aside.

- (6) The appellant must furnish evidence to the Executive Director that a copy of the appeal and any documents supporting such appeal have been served on the authorised officer, inspector or authorised person concerned.
- (7) The Executive Director must consider the appeal referred to in sub-regulation (4) within 14 days of receipt thereof.
- (8) The Executive Director may at any time extend, confirm, vary or set aside the suspension.
- (9) The Executive Director may cancel the certificate, approval or authorisation if –
 - (a) he or she confirms the suspension in terms of sub-regulation (8); or
 - (b) the holder of the licence or rating does not appeal against the suspension referred to in sub-regulation (1).
- (10) The Executive Director may, on good cause shown, extend the time periods referred to in sub-regulations (3) and (4).
- (11) In adjudicating the appeals in terms of this regulation, the Executive Director or the authorised adjudicator referred to in sub-regulation (13) may afford the appellant –
 - (a) a reasonable opportunity to make representation;
 - (b) an opportunity to appear in person; and
 - (c) an opportunity to present and dispute evidence and arguments.
- (12) The Executive Director must within 14 days of the completion of the steps referred to in sub-regulation (11) deliver his or her decision to the appellant and furnish written reasons to the parties cited in the appeal, for any decision taken pursuant to the appeal.
- (13) A person in respect of whom a decision is taken by the Executive Director under sub-regulation (12) may appeal against the decision to the High Court under section 225 of the Act.

Recognition and validation of pilot licences and ratings issued by an appropriate authority of a Contracting State

62.01.15

- (1) The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, may recognise through validation pilot licences and ratings issued by or on behalf of an appropriate authority of a Contracting State where the standard of such foreign licences or ratings is deemed by the Executive Director, having regard to Document NAM-CATS-FCL 62 or such other information as may be appropriate, to be equivalent to, or higher than, the Namibian qualification being sought, and on the basis of competence by the holder.
- (2) Document NAM-CATS-FCL 62 contains a list of Contracting States of which the licences and ratings issued by or on behalf of the appropriate authority are deemed to be of a standard equal to, or higher than, those issued by or on behalf of the Namibia Civil Aviation Authority.
- (3) Validation of such foreign licences apply for flights in Namibian aircraft, where such privileges are required for a limited period, not to exceed one year.
- (4) Purposes for which a Certificate of Validation may be issued include:
 - (a) to exercise the privileges of a recreational pilot licence in a Namibian registered aircraft;
 - (b) to conduct demonstration flights in a Namibian registered aircraft;

- (c) to conduct endorsement training of Namibian flight crew; or
 - (d) to participate in sporting or competition events, organised by or under the auspices of sections of the recognised national aero sport body.
- (5) If the privileges of the validated foreign licence are to be exercised in commercial air transport operations, the requirements of Part 96 must be met.
- (6) The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, may deem it necessary for an applicant for a validation to undergo additional theoretical or practical assessments to ensure compatibility with the relevant Namibian licensing standards.

Application for, and issuing of, a validation of a foreign pilot licence and ratings

62.01.16

- (1) The holder of a licence or rating, similar to, or higher than, a recreational pilot licence issued in terms of this Part, issued by or on behalf of the appropriate authority of a Contracting State, who desires to exercise the privileges of such licence or rating as pilot-in-command of a Namibian registered aircraft, may apply to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, in the appropriate form as prescribed in Document NAMCATS FLC 62, for a validation of such pilot licence or rating.
- (2) No validation may be considered by the Executive Director if the applicant has –
- (a) been refused a Namibian pilot licence or validation before; or
 - (b) had a Namibian pilot licence or validation revoked in the past for reasons other than failing a skill test, a proficiency test, or a theoretical knowledge test.
- (3) Where, in the opinion of the Executive Director or the designated organisation, the requirements for the issue of a pilot licence by a particular Contracting State are lower than those set by Namibia, the Executive Director or the designated organisation may direct that the applicant meets the higher requirement before granting a validation.
- (4) A pilot licence and rating issued by or on behalf of an appropriate authority of a Contracting State may be validated by the Executive Director or the designated organisation –
- (a) subject to the same restrictions which apply to such pilot licence and rating;
 - (b) subject to such conditions and limitations as the Executive Director or the designated organisation may deem necessary in the interest of aviation safety;
 - (c) in accordance with and subject to the requirements and conditions as prescribed in Document NAMCATS-FCL 62; and
 - (d) in the appropriate format as determined by the Executive Director;
- but such validation may not give rise to the grant of privileges in excess of those granted by the equivalent Namibian recreational pilot licence or rating.
- (5) The application for a validation referred to in sub-regulation (1) must be accompanied by –
- (a) the appropriate fee as prescribed in Part 187;
 - (b) a certified true copy of the pilot licence and rating to which the validation refers;
 - (c) a certified true copy of a valid medical certificate or valid medical fitness certificate;

- (d) a certified true copy of the radiotelephony certificate (if applicable), or, in the case where the Contracting State does not prescribe such certificate for its licence holders, acceptable certified evidence that the applicant has passed a practical skill test with an approved radio licence examiner;
 - (e) evidence of English proficiency at Level 4 of the ICAO Rating Scale;
 - (f) a summary of the applicant's logbook, certified by the applicant to be a true reflection of the hours flown; and
 - (g) any other document that may have been prescribed in Document NAM-CATS-FCL 62.
- (6) The minimum knowledge, experience and skill requirements for the issue of a Certificate of Validation for the various pilot licences and ratings are those prescribed in Document NAM-CATS-FCL 62 for the Namibian recreational pilot licence and associated ratings.
 - (7) Where a proficiency check or skills test is required, such test must be undertaken in an aircraft of the class or type, appropriate to the recreational pilot licence category for which a Certificate of Validation is sought.
 - (8) The holder of a validation issued by the Executive Director or the designated organisation must comply with all the applicable provisions prescribed in these Regulations.
 - (9) None of the privileges of an additional rating may be exercised in terms of the Certificate of Validation before the appropriate authority as applicable has endorsed such privileges on the applicant's foreign pilot's license however, due regard must be given to the provision of sub-regulation 62.01.15(2)(c).
 - (10) The period of validity of a Certificate of Validation issued by the Executive Director or the designated organisation must be the lesser of –
 - (a) twelve months calculated from the date of issue of such Certificate of Validation by the Executive Director or the designated organisation; or
 - (b) the period of validity of the pilot licence and rating to which the validation applies;
 - (11) In exceptional cases, such as demonstration flights or specific instruction on aircraft new for the Republic, the Executive Director or the designated organisation may consider the validation of a foreign licence to meet short-term operational requirements by exempting the applicant from all or some of the requirements of this Part, subject to conditions set by him, her or it for the particular situation.

Documentation

62.01.17

The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, must ensure that a recreational pilot licence and rating is issued in such a manner that the validity thereof may readily be determined by any appropriate authority.

Register of licences

62.01.18

- (1) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must maintain within the Civil Aviation Registry a register of all recreational pilot licences and ratings issued or validated in terms of this Part.
- (2) The register shall contain the following particulars –
 - (a) the full name of the holder of the licence;

- (b) date of birth;
 - (c) the postal and residential address of the holder of the licence;
 - (d) the number of the licence;
 - (e) the date on which the licence was 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) in the case of a validation, the authority that issued the validated licence or rating.
- (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 or rating is issued or validated.

Aviation training providers

62.01.19

Any *ab initio* training required by this Part may be provided only by the holder of an aviation training organisation approval issued in terms of Part 141.

Payment of currency fee

62.01.20

The holder of a recreational pilot licence must pay the currency fee as prescribed in Part 187, applicable to the type of licence, on the anniversary date of the licence to either the Authority or to the organisation approved for the purpose in terms of Part 149, as the case may be. Where applicable, the payment must be accompanied by the summary as prescribed by sub-regulation 62.01.9 (7) and when applicable, by acceptable evidence of compliance to the relevant licence or rating revalidation requirements prescribed in 62.01.9, and/or 62.03.5 and in the relevant subpart applicable to the type rating held.

Radiotelephony certificates

62.01.21

The requirement for certain holders of a recreational pilot licence to be also the holder of a radiotelephony certificate is regulated by section 30 of the Telecommunications Act of 1996 (Act 103/1996). The requirements for their issue are prescribed in Document NAM-CATS-FCL 62.

SUBPART 2: RECREATIONAL PILOT LEARNER'S CERTIFICATE

Requirements for the recreational pilot learner's certificate

62.02.1

- (1) An applicant for the issuing of a recreational pilot learner's certificate must—
- (a) be not less than 16 years of age, except as provided for in sub-regulation (2);

- (b) hold a valid medical certificate issued in terms of Part 67; or
 - (c) in the case of hang-gliding or paragliding, hold a medical fitness certificate, dated not less than three months before the date of application;
 - (d) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62; and
 - (e) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62, within the 90 days immediately preceding the date of application.
- (2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot learner's certificate in the category paraglider must be not less than 14 years of age.

Certificate of competency

62.02.2

- (1) If the recreational pilot learner, in terms of these Regulations, is required to operate radio apparatus while flying solo, a recreational pilot learner's certificate may be issued to the applicant who is not in the possession of a certificate of proficiency (aeronautical), provided that he or she is the holder of a certificate of competency issued in three phases prior to solo flight as prescribed in subparagraphs (b)(i), (ii) and (iii) of sub-regulation 62.02.2(1) by the holder of a flight instructor rating, wherein it is certified that –
- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
 - (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights –
 - (i) within the circuit area of the aerodrome or approved site where the training flights originate and terminate;
 - (ii) within the associated general flying area of such aerodrome or approved site;
 - (iii) on cross-country flights.
- (2) The basic training and knowledge requirements to be met must be based on the communication syllabus prescribed in document NAM-CATS-FCL 62.
- (3) The certificate of competency referred to in sub-regulation (1) is valid for 3 months for a recreational licence holder requiring a radiotelephony licence or in the case of hang gliders and paragliders, as long as the recreational learner's certificate is valid.

Application for recreational pilot learner's certificate

62.02.3

- (1) An application for the issuing of a recreational pilot learner's certificate in a category, other than hang-glider or paraglider, must –
- (a) be made to the Executive Director or the organisation, designated for the purpose in terms of Part 149, as the case may be, in the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by –
 - (i) original or acceptable certified evidence of –
 - (ii) the identity of the applicant; and

- (iii) the age of the applicant;
 - (iv) a valid medical certificate issued in terms of Part 67;
 - (v) if applicable, the valid restricted or higher grade radiotelephony operator's certificate or the certificate of competency referred to in regulation 62.02.2;
 - (vi) original or acceptable certified evidence that the applicant has passed the theoretical knowledge examination referred to in regulation 62.02.1;
 - (vii) an application for the appropriate category and type rating;
 - (viii) two recent passport size photographs of the applicant; and
 - (ix) the appropriate fee prescribed in 187.
- (2) The Executive Director or the organisation, designated for the purpose in terms of Part 149, as the case may be, must issue a recreational pilot learner's certificate if the applicant complies with the requirements referred to in regulation 62.02.1.
 - (3) A recreational pilot learner's certificate must be issued in the format determined by the Executive Director.
 - (4) Upon the issuing of a recreational pilot learner's certificate the holder thereof must forthwith affix his or her signature in ink in the space on the certificate provided for such purpose.

Period of validity

62.02.4

A recreational pilot learner's certificate is valid for the period for which the holder thereof is the holder of a valid medical certificate, appropriate to the category of licence ultimately being trained for, issued in terms of Part 67: Provided that in the case of a learner's certificate in the categories of hang-gliding or paragliding the validity of the learner's certificate depends on its holder having completed the medical fitness certificate, referred to in sub-regulation 62.02.3(2), within the preceding 12 months.

Privileges and limitations of recreational pilot learner's certificate

62.02.5

- (1) The holder of a valid recreational pilot learner's certificate is entitled to fly solo only for the purpose of training for the applicable recreational pilot licence or rating –
 - (a) in the type of aircraft in which he or she is undergoing training;
 - (b) after being authorised thereto and while under supervision, as prescribed in sub-regulation (2);
 - (c) without carrying any passengers;
 - (d) in VMC by day.
- (2) A learner recreational pilot may not fly solo unless authority is granted for a flight, or for a sequence of flights, as prescribed in the relevant practical training course syllabus, by the holder of a flight instructor rating who is to supervise the solo flight. The authority must be in writing and be issued in his or her presence at the time when such flight or sequence of flights is about to commence.
- (3) A learner recreational pilot may not fly solo in the circuit unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed, and his or her logbook has been endorsed to fly solo in the circuit.

- (4) A learner recreational pilot may not fly solo outside of the circuit or in the general flying area unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulation (3) above and his or her logbook has been endorsed to do so.
- (5) A learner recreational pilot may not fly solo on a cross-country flight unless he or she has successfully completed the practical training and theoretical knowledge examinations as prescribed in sub-regulations (3) and (4) above and his or her logbook has been endorsed to do so.
- (6) Except in an emergency, no learner recreational pilot may land or take-off in an aircraft from an area other than an aerodrome or an approved site.
- (7) If a learner recreational pilot does execute an emergency landing in an aircraft in an area other than an aerodrome or an approved site, only the holder of a recreational pilot licence with the appropriate category and class rating, or another pilot approved for the purpose by the Executive Director or the designated organisation, may fly the aircraft from the area.
- (8) In the case of the holder of a recreational pilot learner's certificate in the category hang-glider, powered hang-glider, paraglider or powered paraglider, the provisions of sub-regulation (2) is deemed to have been met when the learner has reported to the flight instructor on site to undergo training under the Instructor's direct supervision in direct line of site in accordance with an approved training manual.

Crediting of flight time

62.02.6

A learner pilot is entitled to be credited in full with all solo and dual instruction flight time towards the total flight time requirement for the initial issue of a national pilot licence in the category in which he or she is undergoing instruction.

SUBPART 3: RECREATIONAL PILOT LICENCE

Requirements for recreational pilot licence

62.03.1

- (1) An applicant for the issuing of a recreational pilot licence must –
 - (a) be not less than 17 years of age, except as provided for in sub-regulation (2);
 - (b) either hold a valid Class 2 or higher class medical certificate issued in terms of Part 67, or in the case of an application in the category hang-glider or paraglider a valid medical fitness certificate;
 - (c) hold a valid recreational pilot learner's certificate, or a valid pilot licence issued in terms of Part 61; and
 - (d) qualify for the issue of at least one of the category ratings, referred to in regulation 62.01.5.
- (2) Notwithstanding the provisions of sub-regulation (1), an applicant for the issuing of a recreational pilot license in the category paraglider, hang-glider, powered paraglider and powered paratrike must be not less than 16 years of age.

Application for recreational pilot licence

62.03.2

- (1) An application for the issuing of a recreational pilot licence must –
 - (a) be made to the Executive Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by –
 - (i) either a valid Class 2 or higher class medical certificate, issued in terms of Part 67, or in the case of an application in the category hang-glider or paraglider a valid medical fitness certificate;
 - (ii) a valid pilot licence reference number;
 - (iii) original or acceptable certified evidence that the applicant meets the requirements for the issue of at least one of the category ratings, referred to in regulation 62.01.5;
 - (iv) one passport-sized photograph;
 - (v) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that any fee set by the latter may not exceed those prescribed in Part 187; and
 - (vi) a copy of his or her logbook showing all training, and accurately summarised as per Document NAM-CATS-FCL 62.
- (2) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must issue a recreational pilot licence if the applicant complies with the requirements referred to in regulation 62.03.1.
- (3) A recreational pilot licence is issued in the format determined by the Executive Director.

Period of validity

62.03.3

A recreational pilot licence is valid for an indefinite period: Provided that the privileges of the licence must not be exercised by the holder thereof unless he or she –

- (a) either holds a valid Class 2 or higher class medical certificate issued in terms of Part 67, or in the case of a licence endorsed for the category hang-glider or paraglider only, a valid medical fitness certificate;
- (b) complies with the provisions of regulation 62.03.6; and
- (c) holds an appropriate valid category, class or type rating.

Privileges of the recreational pilot licence

62.03.4

- (1) The holder of a recreational pilot licence is entitled to act as pilot-in-command of a non-type certificated aircraft for which he or she holds the appropriate valid category, class or type rating and which is not engaged in the provision of an air service or carriage for reward or remuneration but is engaged in a flight carried out –
 - (a) under VMC;

- (b) by day; and
 - (c) in accordance with the provisions of Part 94.
- (2) The holder of a recreational pilot licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 62.01.8.
- (3) Notwithstanding the provisions of sub-regulation (1) –
- (a) the holder of a recreational pilot licence may exercise the privileges of his or her licence for reward or remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part; and
 - (b) the holder of a valid recreational flight instructor rating may conduct flight training for remuneration under the auspices of an appropriately rated, approved aviation training organisation.

Maintenance of competency

62.03.5

The holder of a recreational pilot licence must not act as pilot-in-command of a non-type certificated aircraft, unless he or she –

- (a) meets the maintenance of competency requirements prescribed in this Part for the type of aircraft for which he or she holds a valid category, class or type rating; and
- (b) has passed a written examination on the subject of air law if he or she has not exercised the privileges of any pilot licence for a period in excess of 60 months.

Requirements for the issue of a category rating

62.03.6

For the applicant for, or the holder of a recreational pilot licence to be issued with a first or an additional category rating, he or she must meet the requirements for the issue of a class or type rating in that particular category. When issued with a category rating, a class or type rating in that category is automatically included.

Requirements for the issue of an additional class rating

62.03.7

For the holder of a recreational pilot licence to be issued with an additional class rating, he or she must meet the relevant requirements as prescribed in this Part for that particular category and class of aircraft.

Requirements for the issue of an additional type rating

62.03.8

For the holder of a recreational pilot licence to be issued with an additional type rating, he or she must meet the requirements for the issue of the particular type rating.

Requirements for the issue of a special purpose rating

62.03.9

For the holder of a recreational pilot licence to be issued with a special purpose rating, he or she must meet the requirements for the issue of the particular special purpose rating.

SUBPART 4: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR CONVENTIONAL MICROLIGHT AEROPLANES

General

62.04.1

For an applicant for, or the holder of, a recreational pilot licence to be issued with an initial type rating by name for conventional microlight aeroplanes, he or she must –

- (a) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (b) have acquired the experience referred to in regulation 62.04.2;
- (c) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;
- (d) have passed the theoretical knowledge examination referred to in regulation 62.04.3; and
- (e) have successfully passed the skill test referred to in regulation 62.04.4.

Experience

62.04.2

- (1) An applicant for the issuing of an initial type rating for conventional microlight aeroplanes must have completed not less than 25 hours flight time as a pilot of a conventional microlight aeroplane, of which at least 15 hours must be solo flight time, and which must include –
 - (a) one dual cross-country flight and one solo cross-country flight, each of a duration of not less than 90 minutes flown at normal cruising speed; and
 - (b) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed and which includes a full stop landing at a point other than the point of departure.
- (2) (a) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a category, class or type rating for weight-shift controlled microlight aeroplanes or light sport aeroplanes, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.04.4.
 - (a) In the case of a holder of a category, class or type rating for weight-shift controlled aeroplanes, a minimum of 10 hours dual must be flown on type and 5 solo take-offs and landings must be conducted on type.
 - (b) in the case of an additional type rating for conventional microlight aeroplanes, not less than 5 hours dual and 5 solo take-offs and landings on type.
- (3) An applicant for the issuing of a class rating for conventional microlight aeroplanes must have completed not less than 500 hours flight time as a pilot of a conventional microlight aeroplane, and hold at least five type ratings for conventional microlight aeroplanes.
- (4) The cross-country flights referred to in paragraph (a), must have at least three legs.

Theoretical knowledge examination

62.04.3

- (1) An applicant for the issuing of a type rating by name for conventional microlight aeroplanes must have passed the appropriate written examination as prescribed in Document NAM-CATS-FCL 62.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence issued in terms of Part 61, or the holder of a class or type rating for weight-shift controlled microlight aeroplanes, light sport aeroplanes or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (2), the theoretical knowledge examination, “Principles of Flight” for conventional microlight aeroplanes has to be written by both weight-shift controlled microlight pilots and gyroplane pilots seeking endorsement for a conventional microlight aeroplane.

Skills test

62.04.4

- (1) An applicant for the issuing of an initial type rating by name for conventional microlight aeroplanes must have demonstrated to the holder of a Grade B or Grade A conventional microlight aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a conventional microlight aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.
- (2) An applicant for the issue of an additional type rating by name for conventional microlight aeroplanes must –
 - (a) undergo a skills test with a Grade C, B or A-instructor with the appropriate type or class rating wherein a high standard of vital action drill is required;
 - (b) with the examiner at the dual controls, or under direct supervision in the case of a single-seater aeroplane, perform at least 3 take-offs and 3 landings and any other exercise considered necessary; and
 - (c) pass the technical examinations as prescribed in Document NAM-CATS-FCL 62.
- (3) The applicant must undergo the skills test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.04.3 and within the 60 days immediately preceding the date of application.
- (4) The applicant must undergo the skills test referred to in sub-regulation (2) within the 60 days immediately preceding the date of application.

Crediting of flight time and theoretical knowledge

62.04.5

- (1) The holder of a licence issued in terms of Part 61 or in terms of this Part as the case may be, endorsed with –
 - (a) the category weight-shift controlled microlight aeroplane; may be credited with not more than 15 hours flight time acquired in a weight-shift microlight aeroplane. The additional 10 hours required for the licence applied for must consist of –

- (i) a minimum of 10 hours dual flying; and
 - (ii) a minimum of 5 solo take-offs and landings; and
 - (iii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (b) the category gyroplane or a helicopter licence issued in terms of Part 61; may be credited with not more than 10 hours flight time acquired in a gyroplane. The additional 15 hours required for the licence applied for must consist of –
- (aa) a minimum of 5 hours dual flying; and
 - (ba) a minimum of 10 hours solo flying; and
 - (ca) have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category conventionally controlled microlight aeroplanes;
- (c) the category light sport aeroplanes or touring motor gliders or a license issued in terms of Part 61 (aeroplane), the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.04.4.

Application

62.04.6

- (1) An application for the issuing of a class rating or type rating for conventional microlight aeroplanes must –
- (a) be made to the Executive Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by –
 - (i) a valid licence reference number or a valid application for the issue of such licence;
 - (ii) acceptable certified evidence that the requirements prescribed in regulation 62.04.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.
- (2) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must issue a class rating or type rating for conventional microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.04.1.
- (3) A class rating or type rating for conventional microlight aeroplanes shall be issued in the format determined by the Executive Director.

Period of validity

62.04.7

A class rating or type rating by name for conventional microlight aeroplanes is valid for as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the class rating or type rating must not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.04.9.

Privileges and limitations of the class rating or type rating for conventional microlight aeroplanes

62.04.8

- (1) The holder of a class rating or type rating by name for conventional microlight aeroplanes is entitled to act as pilot-in-command of the conventional microlight aeroplane for which he or she is rated by name, or of any conventional microlight aeroplane for which he or she holds the appropriate class rating, provided it is not operated for the provision of an air service –
 - (a) within Class F and Class G airspace;
 - (b) within controlled airspace unless –
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.
- (2) Notwithstanding the provisions of sub-regulation (1) –
 - (a) the holder of a class rating for conventional microlight aeroplanes must familiarise himself or herself with any type of conventional microlight aeroplane that he or she has not flown previously, before undertaking a flight in such aeroplane; and
 - (b) the holder of a class rating or type rating by name for conventional microlight aeroplanes may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.04.9

- (1) The holder of a class rating or type rating by name for conventional microlight aeroplanes may not act as pilot-in-command of a conventional microlight aeroplane unless he or she –
 - (a) has acted as pilot-in-command of a conventional microlight aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of conventional microlight aeroplane; or
 - (b) has passed a skills test with an appropriately rated flight instructor within the three months immediately preceding the intended flight; and
 - (c) if transporting a passenger, 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 take-offs and three landings in a conventional microlight aeroplane.

SUBPART 5: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR WEIGHT-SHIFT CONTROLLED MICROLIGHT AEROPLANES

General

62.05.1

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

- (d) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (e) have acquired the experience referred to in regulation 62.05.2;
- (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;
- (g) have passed the theoretical knowledge examination referred to in regulation 62.05.3; and
- (h) have successfully passed the skill test referred to in regulation 62.05.4.

Experience

62.05.2

- (1) An applicant for the issuing of an initial type rating for weight-shift controlled microlight aeroplanes must have completed not less than 25 hours flight time as a pilot of a weight-shift controlled microlight aeroplane, of which at least 15 hours must be solo flight time, and which must include –
 - (a) one dual cross-country flight and one solo cross-country flight, each of a duration of not less than 90 minutes flown at normal cruising speed; and
 - (b) one dual cross-country flight of a duration of not less than 90 minutes flown at normal cruising speed and which includes a full-stop landing at a point other than the point of departure.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or who is the holder of a category, class rating or type rating by name for conventional microlight aeroplanes or light sport aeroplanes, the hour requirements and the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in regulation 62.05.4.
- (3) The dual instruction hour requirement may also be reduced in the case of an applicant with extensive experience of hang-gliding:
- (4) Provided that in both the instances, mentioned in paragraphs (2) and (3), a minimum of 10 hours dual must be flown on type and 5 solo take-offs and landings must be conducted on type.
- (5) In the case of an additional type rating for weight-shift microlight aeroplanes, not less than 5 hours dual and 5 solo take-offs and landings on type.

- (6) An applicant for the issuing of a class rating for weight-shift controlled microlight aeroplanes must have completed not less than 500 hours flight time as a pilot of a weight-shift controlled micro light aeroplane, and hold at least five type ratings for weight-shift controlled microlight aeroplanes.
- (7) The cross-country flights referred to in such-regulation (1) must have at least three legs.

Theoretical knowledge examination

62.05.3

- (1) An applicant for the issuing of an initial type rating for weight-shift controlled microlight aeroplanes must have passed the appropriate written examination as prescribed in Document NAM-CATS-FCL 62.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive experience as the holder of a pilot licence, issued in terms of Part 61, or the holder of a class or type rating for conventional controlled microlight aeroplanes or gyroplanes, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (2), the theoretical knowledge examination, “Principles of Flight” for weight-shift microlight aeroplanes must be written by aeroplane pilots licensed in terms of Part 61, pilots of conventionally controlled microlight aeroplanes and gyroplane pilots seeking endorsement for weight-shift microlight aeroplanes.

Skills test

62.05.4

- (1) An applicant for the issuing of type rating by name for weight-shift controlled microlight aeroplanes must have demonstrated to the holder of a Grade B or Grade A weight-shift controlled microlight aeroplane flight instructor rating the ability to perform, as pilot-in-command of a weight-shift controlled microlight aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.
- (2) An applicant for the issue of an additional type rating by name for weight-shift controlled microlight aeroplanes must –
 - (d) undergo a skills test with a Grade C, B or A-instructor with the appropriate type or class rating wherein a high standard of vital action drill is required;
 - (e) with the instructor at the dual controls, or under direct supervision in the case of a single-seater aeroplane perform at least 3 take-offs and 3 landings and any other exercise considered necessary; and
 - (f) pass the technical exams as prescribed in Document NAM-CATS-FCL 62.
- (3) The applicant must undergo the skills test referred to in sub-regulation (1) within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.05.3 and within the 60 days immediately preceding the date of application.
- (4) The applicant must undergo the skills test referred to in sub-regulation (2) within the 60 days immediately preceding the date of application.

Crediting of flight time and theoretical knowledge

62.05.5

- (1) The holder of a license issued in terms of Part 61 or in terms of this Part as the case may be, endorsed with –
 - (a) the category conventionally controlled microlight aeroplane, light sport aeroplane, touring motor glider or license issued in terms of Part 61 (fixed wing), must –
 - (i) complete a minimum of 10 hours dual flying; and
 - (ii) complete a minimum of 5 solo take-offs and landings; and
 - (iii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes;
 - (b) the category gyroplane or helicopter license issued in terms of Part 61, must complete –
 - (i) the training as required in terms of regulation 62.05.2 provided that the cross country requirements may be relaxed at the discretion of the instructor conducting the test as referred to in 62.05.5; and
 - (ii) have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes;
 - (c) the category hang-gliding, an applicant with extensive experience of hang-gliding, must –
 - (i) complete a minimum of 10 hours dual flying; and
 - (ii) complete a minimum of 5 solo take-offs and landings; and
 - (iii) have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category weight-shift controlled microlight aeroplanes.

Application

62.05.6

- (1) An application for the issuing of a type rating by name or a class rating for weight-shift controlled microlight aeroplanes must –
 - (a) be made to the Executive Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by –
 - (i) a valid licence reference number or a valid application for the issue of such licence;
 - (ii) acceptable certified evidence that the requirements prescribed in regulation 62.05.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter must not exceed those prescribed in Part 187.
- (2) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must issue a class rating for weight-shift controlled microlight aeroplanes if the applicant complies with the requirements referred to in regulation 62.05.1.

- (3) A type rating by name and a class rating for weight-shift controlled microlight aeroplanes must be issued in the format determined by the Executive Director.

Period of validity

62.05.7

A class rating for weight-shift controlled microlight aeroplanes is valid for as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the class rating may not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.05.9.

Privileges and limitations of the class rating for weight-shift controlled microlight aeroplanes

62.05.8

- (1) The holder of a class rating for weight-shift controlled microlight aeroplanes is entitled to act as pilot-in-command of any weight-shift controlled microlight aeroplane, provided it is not operated for the provision of an air service –
- (a) within Class F and Class G airspace;
 - (b) within controlled airspace unless –
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with while such microlight aeroplane is within such aerodrome traffic zone.
- (2) Notwithstanding the provisions of sub-regulation (1), the holder of a class rating for weight-shift microlight aeroplanes –
- (a) must familiarise himself or herself with any weight-shift microlight aeroplane that he or she has not flown previously, before undertaking a flight in such microlight aeroplane; and
 - (b) may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.05.9

The holder of a class rating for weight-shift controlled microlight aeroplanes may not act as pilot-in-command of a weight-shift controlled microlight aeroplane:

- (a) unless he or she –
 - (i) has acted as pilot-in-command of a weight-shift controlled microlight aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight. Such

minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of weight-shift controlled microlight aeroplane; or

- (ii) has passed a skills test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and
- (iii) which is transporting a passenger, 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 take-offs and three landings in a weight-shift controlled microlight aeroplane.

SUBPART 6: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING FOR GYROPLANES

General

62.06.1

- (1) For the applicant for, or the holder of, a recreational pilot licence to be issued with a category rating for gyroplanes and a first class rating and first type rating by name for gyroplanes, he or she must –
 - (a) hold at least a valid restricted certificate of proficiency (aeronautical);
 - (b) have acquired the experience referred to in regulation 62.06.2;
 - (c) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;
 - (d) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62; and
 - (e) have passed the skill test referred to in regulation 62.06.3.
- (2) An applicant for an additional type rating by name in the category gyroplanes must –
 - (a) be the holder of a valid recreational pilot licence endorsed for the category gyroplane;
 - (b) have successfully completed the appropriate training as prescribed in Document NAM-CATS-FCL 62.
 - (c) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62; and
 - (d) have passed the skill test referred to in regulation 62.06.3 in the type of gyroplane for which the additional type rating is sought.
- (3) An applicant for an additional class rating in the category gyroplanes must meet the requirements for a gyroplane type rating in the class for which the rating is sought.

Experience

62.06.2

- (1) An applicant for the issuing of a first type rating in the category gyroplane must have completed not less than 30 hours flight time as a pilot of a gyroplane, of which at least 15 hours must be solo flight time, and which flight time must include –

- (a) one cross-country flight, whether dual or under supervision, and one solo cross-country flight, each of a duration of not less than 90 minutes, flown at normal cruising speed; and
 - (b) one cross-country flight, whether dual or under supervision, of a duration of not less than 90 minutes, flown at normal cruising speed, and which includes a full-stop landing at a point other than the point of departure; Provided that the cross-country requirement shall not apply in the case of a type rating to be endorsed 'tethered flight only'.
- (2) The cross-country flights, referred to in sub-regulation (1), must consist of at least three legs.
- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant with extensive cross-country experience as the holder of a pilot licence, issued in terms of this Part or of Part 61, or to him or her as a pilot in the Namibian Air Force, the cross-country requirements may be relaxed at the discretion of the flight instructor who conducts the skill test, referred to in regulation 62.06.3.

Skill test

62.06.3

(1) An applicant for the issuing of a type rating by name in the category gyroplane must have demonstrated to the holder of a gyroplane flight instructor rating, the ability to perform as pilot-in-command of the gyroplane the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational licence.

(2) The applicant must undergo the skill test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.06.1 and within the 60 days immediately preceding the date of application.

Crediting of flight time

62.06.6

The holder of a license issued in terms of Part 61 or in terms of this Part as the case may be –

- (a) may be credited with not more than 5 hours solo and 5 hours dual flight time, the additional 20 hours shall consist of –
 - (i) a minimum of 10 hours dual flying
 - (ii) a minimum of 10 hours solo flying; and
- (b) must have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national pilot licence endorsed for the category gyroplane.

Application

62.06.4

- (1) An application for the issuing of a type rating by name in the category gyroplanes must–
- (a) be made to the Executive Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by –

- (i) a certified true copy of the applicant's recreational pilot licence or a valid application for the issue of such licence;
 - (ii) acceptable certified evidence that the requirements prescribed in regulation 62.06.1 have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter must not exceed the fees prescribed in Part 187.
- (2) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must issue a gyroplane type rating by name if the applicant complies with the requirements referred to in regulation 62.06.1.
- (3) A gyroplane type rating by name must be issued in the format determined by the Executive Director.

Period of validity

62.06.5

A gyroplane type rating by name is valid for as long as the recreational pilot licence itself remains valid, with the proviso that the privileges of the type rating may not be exercised by the holder thereof unless he or she complies with the provisions of regulation 62.06.7.

Privileges and limitations

62.06.6

- (1) The holder of a gyroplane type rating by name is entitled to act as pilot-in-command of any gyroplane for which he or she holds a type rating by name, provided it is not operated for the provision of an air service –
- (d) within Class F and Class G airspace;
 - (e) within controlled airspace unless –
 - (i) prior permission to enter such airspace has been obtained from the responsible air traffic service unit;
 - (ii) such two-way radio communication is established, as the said unit may require;
 - (iii) a continuous radio watch is maintained; and
 - (iv) while in an aerodrome traffic zone, the appropriate radio position reporting procedures is complied with, while such gyroplane is within such airspace.
- (2) Where a gyroplane rating was issued with the restriction 'tethered flight only', its holder must not exercise its privileges in free flight.

Maintenance of competency

62.06.7

The holder of a type rating by name in the category gyroplanes, may not act as pilot in command of a gyroplane unless he or she –

- (a) has acted as pilot-in-command of a gyroplane for a minimum of 10 hours in the 12 months immediately preceding the intended flight. Such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the gyroplane; or
- (b) has passed a practical flight test with an appropriately rated flying instructor within the three months immediately preceding the intended flight; and
- (c) , if transporting a passenger, has, within the 90 days immediately preceding the flight on which such passenger is to be transported, spent not less than one hour in the circuit exercising take-offs and landings in a gyroplane.

SUBPART 7: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR HANG-GLIDERS

General

62.07.1

- (1) A hang-glider rating may be issued in four classes:
 - (a) Novice;
 - (b) Class A;
 - (c) Class B;
 - (d) Class C;
- (2) The classes of the hang-glider rating, referred to in paragraph (1) may be issued with the tandem add-on rating.
- (3) For the applicant for, or the holder of a recreational pilot licence to be issued with a category rating, and the Novice Class rating, or an add-on rating for hang-gliders he or she must –
 - (a) have acquired the applicable experience referred to in regulation 62.07.2;
 - (b) have successfully completed the applicable training as prescribed in Document NAM-CATS-FCL 62;
 - (c) have passed the applicable theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62; and
 - (d) have passed the applicable skill test referred to in regulation 62.07.3.
- (4) The requirements for the upgrading from Novice to Class A, from Class A to Class B, and from Class B to Class C, are those prescribed in this Subpart for the issue of the relevant ratings.

Experience

62.07.2

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

- (2) In the case of an applicant with extensive experience in weight-shift controlled microlight aeroplanes, the testing officer may at his or her discretion reduce the prescribed flight-time requirements.
- (3) In the case of an applicant with a foreign licence from a similar internationally recognised body for hang-gliding and paragliding, the testing officer may at his or her discretion reduce the prescribed flight time requirements.

Skill test

62.07.3

- (1) An applicant for the issuing of any of the class ratings or add-on ratings, referred to in sub-regulation 62.07.1(1) in the category hang-glider, must have demonstrated to the holder of a hang-glider flight instructor rating, the ability to perform as pilot-in-command of the hang-glider the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational licence who is the holder of the respective class or add-on rating.
- (2) The applicant must undergo the skill test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.07.1 and within the 60 days immediately preceding the date of application.

Application for hang-glider class or add-on rating

62.07.4

- (1) An application for the issuing of a hang-glider class or add-on rating must –
 - (a) be made to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62;
 - (b) be accompanied by –
 - (i) a certified summary of the applicant's pilot logbook;
 - (ii) an application for, or certified copy of the applicant's recreational pilot licence;
 - (iii) a valid medical fitness certificate as prescribed in Document NAM-CATS-FCL 62;
 - (iv) the completed training as prescribed in Document NAM-CATS-FCL 62;
 - (v) original evidence or acceptable certified evidence that the applicant has passed the theoretical knowledge examination referred to in regulation 62.07.1;
 - (vi) original evidence or acceptable certified evidence that the applicant has passed the skill test referred to in regulation 62.07.3;
 - (vii) the appropriate fee as prescribed in Part 187; and
 - (viii) any additional information requested by the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.
- (2) An applicant for the Class B hang-glider rating must have been the holder of a Class A rating for at least three months.
- (3) An applicant for the Class C hang-glider rating must have been the holder of a Class B rating for at least twelve months.
- (4) An applicant for the tandem rating must be the holder of a valid Class C hang-glider rating.

- (5) The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, must endorse the applicant's recreational pilot licence with the appropriate hang-glider class or add-on rating, if the applicant complies with the requirements prescribed in regulation 62.07.1.

Period of validity

62.07.5

A hang-glider class or add-on rating is valid for an indefinite period, provided its holder is the holder of a valid recreational pilot licence and maintains competency as prescribed in regulation 62.07.7.

Privileges and limitations

62.07.6

- (1) The holder of a hang-glider Novice class rating is permitted to act as pilot-in-command of a hang-glider under the supervision of an appropriately rated flight instructor or the holder of a valid hang-glider Class C rating under the conditions as prescribed in Document NAM-CATS-OPS 62.
- (2) The holder of a recreational pilot licence endorsed for the category hang-gliders and a Class A, B, or C rating, is entitled to act as pilot-in-command of a hang-glider for which he or she holds the appropriate class rating and add-on rating within Class F and Class G airspace, provided it is not operated for the provision of an air service.

Maintenance of competency

62.07.7

- (1) The holder of a hang-glider class or add-on rating must not act as pilot-in-command of a hang-glider for which he or she holds the appropriate rating unless he or she –
- (a) in the 12 months immediately preceding the intended flight has acted as pilot-in-command of a hang-glider for a minimum of –
 - (i) 10 flights and 1 hour, in the case of a Class A rating;
 - (ii) 10 flights and 5 hours, in the case of a Class B rating; or
 - (iii) 20 flights, 15 hours and 50 km total cross-country flight distance, in the case of a Class C rating; or
 - (b) has passed a practical flight test with an appropriately rated flying instructor within the 3 months immediately preceding the intended flight.
- (2) Such minimum flight time, referred to in paragraph (1)(a), may include flights undertaken by the pilot whilst receiving training appropriate to the type of hang-glider.

Type ratings

62.07.8

The listing in sub-regulation 62.01.7(2) prescribes the various types of hang-gliders in use that may be flown by the holder of any of the class ratings, referred to in sub-regulation 62.07.1(1). These are not endorsed in the pilot's licence. However, before attempting to fly a new type, the pilot must undergo the familiarisation training

prescribed in Document NAM-CATS-FCL 62. The details of such familiarisation training must be endorsed in the pilot's logbook by the instructor who had conducted the training with the pilot.

SUBPART 8: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR ADD-ON RATING FOR PARAGLIDERS

General

62.08.1

- (1) A paraglider rating may be issued in the following two classes, with an add-on rating for tandem flying –
 - (a) Basic; and
 - (b) Sport.
- (2) For the applicant for, or the holder of, a recreational pilot licence to be issued with a category rating and the Basic Class rating or add-on ratings for paragliders, he or she must–
 - (a) have acquired the applicable experience referred to in regulation 62.08.2;
 - (b) have successfully completed the applicable training as prescribed in Document NAM-CATS-FCL 62;
 - (c) have passed the applicable theoretical knowledge examination as prescribed in Document NAM-CATS-FCL; and
 - (d) have passed the applicable skill test referred to in regulation 62.08.3.
- (3) The applicant for the upgrading from the Basic Class to the Sport Class paraglider rating must have held the Basic Class rating for at least six months and have acquired the experience prescribed in regulation 62.08.2.
- (4) The applicant for the paraglider tandem rating must –
 - (a) have held a paraglider rating for at least 24 months;
 - (b) be the holder of a sport class rating;
 - (c) hold an appropriate medical fitness certificate, as prescribed in Document NAM-CATS-FCL 62; and
 - (d) have acquired the experience prescribed in regulation 62.08.2.

Experience

62.08.2

An applicant for the issuing of any of the class or add-on ratings, referred to in sub-regulation 62.08.1(1), in the category paraglider, must have the experience as prescribed in Document NAM-CATS-FCL 62.

Skills test

62.08.3

- (1) An applicant for the issuing of any of the class or add-on ratings, referred to in sub-regulation 62.08.1 (1) in the category paraglider must have demonstrated to the holder of a paraglider flight instructor rating, the ability to perform as pilot-in-command of the paraglider, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational licence who is the holder of the respective class rating.
- (2) The applicant must undergo the skills test referred to in sub-regulation (1) within 90 days of passing the theoretical knowledge examination referred to in regulation 62.08.1 and within the 60 days immediately preceding the date of application.

Application for paraglider class or add-on rating

62.08.4

- (1) An applicant for the issuing of a paraglider class or add-on rating must –
 - (a) be made to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62;
 - (b) be accompanied by –
 - (i) a certified summary of the applicant’s pilot logbook;
 - (ii) an application for, or certified copy of the applicant’s recreational pilot licence;
 - (iii) a valid medical fitness certificate as prescribed in Document NAM-CATS-FCL 62;
 - (iv) the completed training proficiency card as prescribed in Document NAM-CATS-FCL 62;
 - (v) original evidence or acceptable certified evidence that the applicant has passed the theoretical knowledge examination referred to in regulation 62.08.1;
 - (vi) original evidence or acceptable certified evidence that the applicant has passed the skill test referred to in regulation 62.08.3;
 - (vii) the appropriate fee as prescribed in Part 187; and
 - (viii) any additional information as requested by the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.
- (2) The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, must endorse the applicant’s recreational pilot licence with the appropriate paraglider class or add-on rating, if the applicant complies with the requirements prescribed in regulation 62.08.1.

Period of validity

62.08.5

A paraglider class or add-on rating is valid for an indefinite period, provided its holder is the holder of a valid recreational pilot licence and maintains competency as prescribed in regulation 62.08.7.

Privileges and limitations

62.08.6

- (1) The holder of a valid recreational pilot licence, endorsed for the category paragliders, is permitted within Class F and Class G airspace to act as pilot-in-command of a paraglider for which he or she holds the appropriate class rating, provided it is not operated for the provision of an air service.
- (2) The holder of a paraglider basic rating is permitted to fly –
 - (a) un-assisted at basic-graded sites;
 - (b) under supervision of a the holder of valid paraglider Sport Class rating when flying at a site requiring additional supervision according to the rules governing the site; and
 - (c) for the first 80 flights, only basic- and intermediate-rated paragliders.
- (3) The holder of a paraglider Sport Class rating is permitted to –
 - (a) to fly any paraglider, other than a tandem-class paraglider: Provided that heavy pilots may fly approved tandem gliders solo, provided that they meet the minimum specified mass range;
 - (b) to fly at all sites after local site requirements have been met; and
 - (c) to conduct training as a recreational assistant flight instructor (paraglider) under the supervision of an appropriately rated recreational flight instructor (paraglider).
- (4) The holder of a paraglider tandem rating is permitted to act as pilot-in-command of a paraglider while carrying a passenger, provided that, for the first 20 flights, any passenger must be the holder of a valid recreational pilot licence endorsed for the paraglider category.
- (5) Notwithstanding the provisions of sub-regulations (2), (3) and (4), the organisation approved for the purpose in terms of Part 149 may set minimum experience requirements for specific types and models of paragliders, to be published as an addendum in that organisation’s approved operations manual.
- (6) The grading of sites, referred to in sub-regulations (2) and (3), and the setting of the rules governing such sites, is the responsibility of the organisation approved for the purpose in terms of Part 149.

Maintenance of competency

62.08.7

- (1) The holder of a recreational pilot licence, endorsed for the category paraglider may not act as pilot in command of a paraglider for which he or she holds the appropriate class rating unless he or she has –
 - (a) in the 12 months immediately preceding the intended flight acted as pilot-in-command of a paraglider for a minimum of –
 - (i) 20 flights and 5 hours, in the case of a Basic Class rating;
 - (ii) 40 flights and 10 hours, in the case of a Sport Class rating; or
 - (iii) 20 flights and 5 hours on tandem gliders, in the case of a tandem rating, in addition to having met the competency requirements for a Sport Class rating.
 - (b) has passed a practical flight test with an appropriately rated recreational flying instructor within the 3 months immediately preceding the intended flight.
- (2) Such minimum flight time referred to in sub-regulation (1)(a) may include flights undertaken by the pilot whilst receiving training appropriate to the type of paraglider.

SUBPART 9: REQUIREMENTS FOR THE ISSUE OF A RECREATIONAL FLIGHT INSTRUCTOR RATING

General

62.09.1

- (1) The applicant for the issue of a recreational flight instructor rating must –
 - (a) be the holder of a valid recreational pilot licence;
 - (b) hold at least a valid Class 1 medical certificate issued in terms of Part 67;
 - (c) have acquired the experience referred to in regulation 62.09.2;
 - (d) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;
 - (e) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62;
 - (f) have undergone the skill test referred to in regulation 62.09.3; and
 - (g) in the case of a recreational flight instructor rating (hang-glider) or (paraglider) be the holder of a valid recognised certificate of competency in first aid.
- (2) The applicant for the issue of a recreational assistant flight instructor (paraglider) must in addition to the requirements of sub-regulation (1) be the holder of a valid Sport Class rating for at least 12 months..
- (3) Notwithstanding the provisions of sub-regulation (1), where a recreational flight instructor rating is to be endorsed only for the category hang-glider or paraglider, the applicant must complete and submit instead a medical fitness certificate, as prescribed in Document NAM-CATS-FCL 62.

Experience

62.09.2

- (1) The applicant for the issuing of a recreational flight instructor rating must have the following experience –
 - (a) in the case of the holder of a type or class rating for conventional or weight-shift controlled microlight aeroplanes or a category rating for weight-shift controlled microlight aeroplanes or a type rating for light sport aeroplanes or gyroplanes –
 - (i) for a Grade C recreational flight instructor rating a minimum of 200 hours of flight time is required of which at least 100 hours must be on weight-shift controlled microlight aeroplanes, conventional microlight aeroplanes, gyroplanes or light sport aeroplanes in the applicable category; and
 - (aa) in the case of weight-shift controlled microlight aeroplanes: at least 10 hours of practical instruction patter and 30 hours of class teaching are required; or
 - (ba) in the case of conventional microlight aeroplanes at least 10 hours of practical instruction patter and 30 hours of class teaching are required; or
 - (ca) in the case of light sport aeroplanes or gyroplanes at least 15 hours of practical instruction patter and 30 hours of class teaching are required.
 - (ii) for a Grade B recreational flight instructor rating: at least six months experience as a Grade C microlight, light sport aeroplane or gyroplane flight instructor is required and not less

- than 200 hours of flight instruction of which at least 100 hours must be on a microlight, gyroplane or light sport aeroplane in the applicable category;
- (iii) for a Grade A recreational flight instructor rating: at least three year's experience as a Grade B microlight, light sport aeroplane or gyroplane flight instructor is required and not less than 500 hours of flight instruction time, of which at least 300 hours of flight instruction time must be on a microlight, gyroplane or light sport aeroplane in the applicable category;
- (b) in the case of the holder of a category rating for hang-gliders –
- (i) for an assistant recreational flight instructor rating (hang-glider):
- (aa) have conducted 30 hours of classroom training under the supervision of at least a Grade C hang-glider rating; and
- (ba) have held a hang-glider rating, including a learner's certificate, for at least one year;
- (ii) for a recreational flight instructor rating (hang-glider) Grade C–
- (aa) have attended an instructor Grade C course; and
- (ba) have completed the practical requirements as prescribed in Document NAM-CATS-FCL 62.
- (iii) for a recreational flight instructor rating (hang-glider) Grade B –
- (aa) have held a Class C hang-glider rating for at least 12 months or have attended an instructor Grade C course;
- (ba) have logged at least 200 flights or 100 hours air time; and
- (ca) have gained at least 10 days practical experience in flight instruction by observing and assisting an appropriated rated recreational flight instructor (hang-glider) on training slopes.
- (iv) for a recreational flight instructor rating (hang-glider) Grade A –
- (aa) have held a Class B hang-glider rating for at least 12 months;
- (ba) have logged at least 300 flights or 150 hours air time; and
- (ca) have gained at least 20 days practical experience in flight instruction by assisting an appropriated rated recreational flight instructor (hang-glider) on training slopes.
- (c) in the case of the holder of a category rating for paragliders –
- (i) for a recreational assistant flight instructor (paragliding) have at least one year paragliding experience; and
- (ii) for a recreational flight instructor rating (paragliding) Grade C –
- (aa) have held a Sport Class paraglider rating for at least 6 months;
- (ba) have attended an instructor Grade C course; and
- (ca) have completed the practical requirements as prescribed in Document SA-CATS-FCL 62.
- (iii) for a recreational flight instructor (paragliding) Grade B –
- (aa) have paraglider flight experience for at least two years;
- (ba) have been the holder of the Sport Class rating for at least twelve months;

- (ca) have logged at least 200 flights and 100 hours flight time, and have either –
 - (A) gained practical experience by observing and assisting at least three approved paraglider training schools on training slopes for at least 15 days; or
 - (B) have attended an approved paraglider flight instructor course and observing and assisting an appropriately rated paraglider flight on training slopes for at least 10 days.
- (iv) for a recreational flight instructor (paragliding) Grade A –
 - (aa) have paraglider flight experience for at least three years;
 - (ba) have been the holder of the Sport Class rating for at least 18 months;
 - (ca) have logged at least 300 solo flights and 150 solo hours flight time, and have gained practical experience by observing and assisting at least three approved paraglider training schools on training slopes for at least 20 days.

Skills test

62.09.3

- (1) The applicant for the issuing of a recreational flight instructor rating must have demonstrated to an appropriately rated flight instructor or designated examiner the ability to perform as a flight instructor the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62 for the category of aircraft for which the instructor rating is sought, with a degree of competency appropriate to the privileges granted to the holder of a recreational flight instructor rating.
- (2) For the purpose of sub-regulation (1), an appropriately rated flight instructor shall mean –
 - (a) in the case of a recreational flight instructor (microlight aeroplane):
 - (i) for Grade C, or Grade B , the holder of a Grade A recreational flight instructor rating (microlight aeroplane);
 - (ii) for a Grade A rating, a designated examiner with a microlight aeroplane rating;
 - (b) in the case of a recreational flight instructor (gyroplane): the holder of an instructor rating with designated examiner status, as prescribed in Subpart 15 of Part 62;
 - (c) in the case of a recreational flight instructor (hang-glider):
 - (i) for a Grade C rating, two holders of a Grade B recreational flight instructor rating (hang glider);
 - (ii) for a Grade B rating, the holder of a Grade A recreational flight instructor rating (hang glider);
 - (iii) for a Grade A rating, a designated examiner with a hang glider category.
 - (d) in the case of a recreational flight instructor (paraglider, motorised paraglider, motorised paratrike) –
 - (i) for a Grade C rating, two holders of a Grade B recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike, as applicable);
 - (ii) for a Grade B rating, the holder of a Grade A recreational flight instructor rating (paraglider, motorised paraglider, motorised paratrike, as applicable);

- (iii) for a Grade A rating, a designated examiner with a paraglider, motorised paraglider, motorised paratrike, category as the case may be;
 - (e) in the case of a recreational flight instructor (light sport aeroplane): the holder of an instructor rating with designated examiner status, as prescribed in subpart 62.15.
- (3) The skill test, referred to in sub-regulation (1), must be demonstrated in an aircraft of the category for which the recreational flight instructor rating is sought.
- (4) The applicant must undergo the skill test, referred to in sub-regulation (1), within 12 months of passing the theoretical knowledge examination, referred to in regulation 62.09.1, and within the 90 days immediately preceding the date of application.

Application

62.09.4

- (1) An application for the issue of a recreational flight instructor rating must be made to the Executive Director or - if applicable - the organisation designated for the purpose in terms of Part 149 of the Regulations, as the case may be, on the appropriate form, as prescribed in document NAM-CATS-FCL 62, and be accompanied by –
 - (a) a valid licence reference number, held by the applicant;
 - (b) a valid class 1 medical certificate issued in terms of Part 67;
 - (c) the original or acceptable certified evidence that the applicant has passed the theoretical knowledge examination, referred to in regulation 62.09.1;
 - (d) the skill test report as prescribed in Document NAM-CATS-FCL 62; and
 - (e) the appropriate fee as prescribed in Part 187 of the Regulations.
- (2) The Executive Director, or, if applicable, the organisation designated for the purpose in terms of Part 149 of the Regulations, as the case may be, must issue the appropriate recreational flight instructor rating if the applicant complies with the requirements referred to in regulation 62.09.1, in the format determined by the Executive Director.

Privileges and limitations

62.09.5

- (1) The holder of a valid recreational flight instructor rating is entitled to conduct flight instruction for reward under the auspices of an appropriately rated aviation training organisation, approved in terms of Part 141 of these Regulations, in a non-type certificated aircraft for which he or she holds a valid category rating and class rating or type rating by name, as the case may be, to the extent of the privileges of the particular recreational flight instructor rating held as follows –
 - (a) in the case of a Grade C recreational flight instructor (microlight aeroplane, gyroplane or light sport aeroplane), under direct supervision by a Grade B or Grade A instructor –
 - (i) to conduct *ab initio* training on only those aircraft for which he or she holds an instructor conversion on type as per Document NAM-CATS-FCL 62;
 - (ii) to conduct additional type conversion training for the holder of a recreational pilot licence or instructor rating; and
 - (iii) give lectures;

- (b) in the case of a Grade B recreational flight instructor (microlight aeroplane, gyroplane or light sport aeroplane) –
- (i) to exercise the privileges of a Grade C recreational flight instructor (microlight aeroplane or light sport aeroplane);
 - (ii) to authorise the holder of a microlight aeroplane learner’s certificate for his or her first solo flight;
 - (iii) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating;
 - (iv) develop examinations under the supervision of a Grade A instructor;
 - (v) sign application forms and certificates of competency;
 - (vi) supervise Grade C-instructors;
 - (vii) in the case of micro light aeroplanes: may apply for a class rating (microlight aeroplane) for instruction on obtaining a B-grade rating if he or she is the holder of instructor type ratings on at least 5 microlight types and has a minimum of 200 hours of instruction on microlight aeroplanes; and
 - (viii) conduct additional type conversion training for the holder of a recreational pilots licence or instructor rating
- (c) in the case of a Grade A recreational flight instructor (microlight, gyroplane and light sport aircraft) –
- (i) to exercise the privileges of a Grade B recreational flight instructor (microlight aeroplane, gyroplane or light sport aircraft);
 - (ii) to conduct the training (including patten training) required for a Grade A, Grade B or Grade C recreational flight instructor (microlight aeroplane, gyroplane or light sport aircraft);
 - (iii) to conduct the skill tests required for a Grade B or Grade C recreational flight instructor (microlight aeroplane);
 - (iv) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.04;
 - (v) to conduct the training required for other special ratings; and
 - (vi) conduct and mark examinations.
- (d) in the case of a recreational assistant flight instructor (hang-glider) –
- (i) assist with *ab initio* training conducted by an approved hang-gliding training organisation, such as ground-handling exercises, ground-skimming flight.;
 - (ii) assist in presenting theoretical lectures; and
 - (iii) supervise flights by the holders of a Novice Class rating;
- (e) in the case of a recreational Grade C flight instructor (hang-glider) –
- (i) conduct *ab initio* training through an approved hang-gliding training organisation, such as ground-handling exercises, ground-skimming flight. under supervision of a Grade A or B flight instructor (hang glider);
 - (ii) present theoretical lectures; and
 - (iii) supervise flights by the holders of a Novice Class rating; and
 - (iv) supervise assistant recreational instructors (hang glider).
- (f) in the case of a recreational Grade B flight instructor (hang-glider) –
- (i) to exercise the privileges of a Grade C recreational flight instructor (hang glider);
 - (ii) to authorise the holder of a hang glider learner’s certificate for his or her first solo flight;
 - (iii) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating;

- (iv) develop examinations under the supervision of a Grade A instructor;
 - (v) sign application forms and certificates of competency;
 - (vi) supervise Grade C-instructors;
- (g) in the case of a recreational Grade A flight instructor (hang-glider) –
- (i) to exercise the privileges of a Grade B recreational flight instructor (hang glider);
 - (ii) to conduct the training (including patten training) required for a Grade A, Grade B or Grade C recreational flight instructor (hang glider);
 - (iii) to conduct the skill tests required for a Grade B or Grade C recreational flight instructor (hang glider);
 - (iv) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.04;
 - (v) to conduct the training required for other special ratings; and
 - (vi) conduct and mark examinations.
- (h) in the case of a recreational assistant flight instructor (paraglider) –
- (i) assist with *ab initio* training conducted by an approved paragliding training organisation, such as ground-handling exercises, ground-skimming flight, etc.;
 - (ii) assist in presenting theoretical lectures; and
 - (iii) supervise flights by the holders of a Basic Class rating;
- (i) in the case of a recreational Grade C flight instructor (paraglider) –
- (i) conduct *ab initio* training through an approved paragliding training organisation, such as ground-handling exercises, ground-skimming flight. under supervision of a Grade A or B flight instructor (paraglider);
 - (ii) present theoretical lectures;
 - (iii) supervise flights by the holders of a Novice Class rating; and
 - (iv) supervise assistant recreational instructors (paraglider).
- (j) in the case of a recreational Grade B flight instructor (paraglider) –
- (i) to exercise the privileges of a Grade C recreational flight instructor (paraglider);
 - (ii) to authorise the holder of a hang glider learner’s certificate for his or her first solo flight;
 - (iii) to conduct flight tests for the issuing of a type or class rating for which he or she holds the appropriate category and type or class rating;
 - (iv) develop examinations under the supervision of a Grade A instructor;
 - (v) sign application forms and certificates of competency;
 - (vi) supervise Grade C-instructors;
- (k) in the case of a recreational Grade A flight instructor (paraglider) –
- (i) to exercise the privileges of a Grade B recreational flight instructor (paraglider);
 - (ii) to conduct the training (including patten training) required for a Grade A, Grade B or Grade C recreational flight instructor (paraglider);
 - (iii) to conduct the skill tests required for a Grade B or Grade C recreational flight instructor (paraglider);
 - (iv) to undertake the duties in conducting the skills test as prescribed in regulation 62.14.04;
 - (v) to conduct the training required for other special ratings; and
 - (vi) conduct and mark examinations.

- (2) Notwithstanding the requirements of (1) above, the following requirements are applicable to endorsements on a recreational flight instructor's rating:
 - (a) In all cases the recreational flight instructor must have the flight instructor endorsement (PI) for the specific class, and/or aeroplane type in his or her logbook and licence (as required);
 - (b) In all cases the recreational flight instructor must have the flight instructor endorsement (PI) for any rating of special purposes for which he has been trained as an instructor, and as endorsed on his licence with at least 25 hours of experience on the special rating.
- (3) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.
- (4) For the type or class rating instructor endorsement, the instructor must –
 - (a) in the case of a microlight aeroplane, gyroplane and light sport aircraft type, have accumulated at least 50 hours on type,
 - (b) in the case a of gyroplanes and light sport aircraft class, have accumulated at least 200 hours in the category.
 - (c) in the case of hang gliders and paragliders types and or class ratings, have accumulated at least 20 hours on type or 50 hours in the class.
 - (d) have his or her logbook endorsed by the DFE with the words: "Authorised to give instruction for the (type by name) type rating.

Period of validity

62.09.6

A recreational flight instructor rating is valid for a period of two years, calculated from the end of the month following the date of issue, reissue, or upgrade, or from the date of expiry of the rating if such rating is revalidated in accordance with the provisions of regulation 62.09.7.

Renewal

62.09.7

- (1) To renew a recreational flight instructor rating –
 - (a) in the case of either a Grade A, Grade B or Grade C recreational flight instructor (microlight aeroplane or light sport aeroplanes) the holder of the rating must –
 - (i) have attended a flight instructor refresher course as prescribed in Document NAM-CATS-FCL 62 within the two years immediately preceding the date of expiring of such rating;
 - (ii) have given not less than 50 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours must have been within the 12 months immediately preceding the date of expiry of such rating; and
 - (iii) have undergone the skill test referred to in regulation 62.09.3 within 90 days prior to date of expiry;
 - (b) in the case of a recreational flight instructor (gyroplane), the holder must –
 - (i) have attended a flight instructor refresher seminar, as prescribed in Document NAM-CATS-FCL 62, within the two years immediately preceding the date of expiring of such rating;

- (ii) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours must have been given within the 12 months immediately preceding the date of expiry of such rating; and
 - (iii) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.3;
- (c) in the case of a recreational assistant flight instructor (hang-glider) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.3;
- (d) in the case of a recreational flight instructor (hang-glider) –
 - (i) have attended a flight instructor refresher seminar, as prescribed in Document NAM-CATS-FCL 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have logged a minimum of 20 flights, 15 hours, and 50 km total cross-country flight distance during the previous 12 months;
 - (iii) either –
 - (aa) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours must have been given within the 12 months immediately preceding the date of expiry of such rating; or
 - (ba) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.3; and
 - (iv) be in possession of a First Aid certificate valid for the period of the rating.
- (e) in the case of a recreational flight instructor (paraglider) –
 - (i) have attended a flight instructor refresher seminar, as prescribed in Document NAM-CATS-FCL 62, within the two years immediately preceding the date of expiring of such rating;
 - (ii) have logged a minimum of 40 flights and 10 hours within the 12 months immediately preceding the date of expiry of such rating;
 - (iii) either –
 - (aa) have given not less than 30 hours of flight instruction within the three years preceding the date of expiry, of which not less than 25 hours must have been given within the 12 months immediately preceding the date of expiry of such rating; or
 - (ba) within the 90 days immediately preceding the date of expiry of the rating have undergone the skill test referred to in regulation 62.09.3; and
 - (iv) be in possession of a First Aid certificate valid for the period of the rating.

Crediting of flight time and theoretical knowledge

62.09.8

- (1) A recreational flight instructor is entitled to be credited with all instruction time acquired while giving flight instruction for the purpose of initial flight training, instructor training, conversion to type training, safety training as defined in Part 141, and training towards various ratings, towards a higher grade flight instructor rating, or towards the revalidation or reissue of any existing rating in that category class or type, provided he or she holds the appropriate category, class or type rating.

- (2) Notwithstanding the provisions of this regulation, the holder of a national flight instructor rating endorsed for the category weight-shift microlight aeroplane or gyroplane, –
 - (a) is entitled to be credited with not more than 100 hours flight time acquired in a weight-shift microlight aeroplane or gyroplane, as the case may be, towards the total flight time experience prescribed for the endorsement of a national flight instructor rating for the category light sport aeroplane;
 - (b) must have acquired knowledge in the subjects principles of flight and engines and airframes towards the theoretical knowledge requirements prescribed for the endorsement of a national flight instructor rating endorsed for the category light sport aeroplane.
- (3) Notwithstanding the provisions of this regulation, the holder of a national flight instructor rating endorsed for the category conventionally controlled microlight aeroplane –
 - (a) is entitled to be credited with not more than 150 hours flight time acquired in a conventionally controlled microlight aeroplane towards the total flight time experience prescribed for the endorsement of a national flight instructor rating for the category light sport aeroplane;
 - (b) must have acquired knowledge in the subjects engines and air frames and principles of flight towards the theoretical knowledge requirements prescribed for the endorsement of a national flight instructor rating endorsed for the category light sport aeroplane.

SUBPART 10: REQUIREMENTS FOR THE ISSUE OF A TEST PILOT QUALIFICATION

General

62.10.1

- (1) The requirements for the issue of a test pilot qualification are *mutatis mutandis* the requirements prescribed for the test pilot qualification provided for in Subpart 25 of Part 61 of the Regulations.
- (2) Notwithstanding the provision of sub-regulation (1) (a) a test pilot qualification may be issued to the holder of a valid recreational pilot licence, provided all other requirements for the issuing of the test pilot qualification are met and the requirements for a medical certificate as prescribed in Part 67 are met.

Privileges and limitations

62.10.2

Where a test pilot qualification has been issued to the holder of a recreational pilot licence, the privileges of the rating may be exercised only in a non-type certificated aircraft for which he or she holds a valid type, class and category rating.

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

General

62.11.1

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

- (a) be the holder of a valid aeroplane pilot licence issued under Part 61 of these Regulations, or a recreational pilot licence issued in terms of this Part, endorsed for the category conventional microlight aeroplanes or light sport aeroplanes and with the appropriate class rating or type rating for the tug aeroplane to be used;
- (b) have acquired the experience referred to in regulation 62.11.2;
- (c) have successfully completed the training referred to in regulation 62.11.3;
- (d) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 61; and
- (e) have successfully passed the skill test referred to in regulation 62.11.4.

Experience

62.11.2

- (1) An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating must have acquired on conventional microlight aeroplanes or light sport aeroplanes, in the category for which the tug or tow rating is sought, at least 100 hours as pilot-in-command.
- (2) Notwithstanding the provisions of sub-regulation (1), the hour requirement may be reduced to 50 hours as pilot-in-command of a microlight aeroplane or light sport aeroplane if the applicant is the holder of a valid tug pilot rating issued in terms of Part 61 and is the holder of a valid pilot licence with the applicable microlight aeroplane class rating or type rating or light sport aeroplane type rating.

Training

62.11.3

An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating must complete successfully under supervision of an appropriately rated flight instructor or a person designated for the purpose in writing by the Executive Director or an organisation designated for the purpose in terms of Part 149, as the case may be a minimum of 10 aero-tows.

Skills test

62.11.4

An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating must within the 30 days immediately preceding the date of application have demonstrated to an appropriately rated flight instructor or a person designated for the purpose in writing by the Executive Director or an organisation designated for the purpose in terms of Part 149, as the case may be, the ability to satisfactorily execute the skills as prescribed in Document NAM-CATS-FCL 62.

Hang-gliding tug endorsement

62.11.5

- (1) No pilot with a tug rating for conventional microlights may tow a hang-glider without a valid hang-gliding tug endorsement issued by the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.
- (2) For a hang-gliding tug endorsement, the pilot is required to demonstrate at least 10 hang-gliding tugs, of which 5 must be in moderately thermic conditions.
- (3) A pilot with a tug rating hang-gliding endorsement may tug a hang-glider, provided the pilot of the hang-glider is the holder of a valid recreational pilot licence in the category hang-gliders with a valid aero-tow rating.
- (4) A hang-gliding tug endorsement may be obtained independently of the tug rating, but the holder of a hang-gliding tug endorsement may not tow anything other than a hang-glider.

Application

62.11.6

- (1) An applicant for a microlight aeroplane or light sport aeroplane tug or tow rating must submit together with his or her application a certificate, signed by an appropriately rated flight instructor, confirming that the applicant has passed the theoretical knowledge examination and skills test, referred to in regulations 62.11.1 and 62.11.4 respectively, and is considered to be fit to act as pilot-in-command of a microlight aeroplane or light sport aeroplane while towing a hang-glider.
- (2) The Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be, must endorse the applicant's pilot licence with the tug or tow rating if the applicant complies with the requirements prescribed regulation in 62.11.1.

Privileges and limitations

62.11.7

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

SUBPART 12: REQUIREMENTS FOR THE ISSUE OF AN AGRICULTURAL PILOT RATING

General

62.12.1

- (1) The requirements for the issue of an agricultural pilot rating are *mutatis mutandis* the requirements for the issue of an agricultural pilot rating prescribed in Part 61 of the Regulations.
- (2) Notwithstanding the provisions of sub-regulation (1), any reference to the Executive Director is deemed to include a reference to an organisation designated for the purpose in terms of Part 149, if applicable.

SUBPART 13: REQUIREMENTS FOR THE ISSUE OF A HANG-GLIDER AERO-TOW ENDORSEMENT

General

62.13.1

An applicant for the issuing of a hang-glider aero-tow endorsement must –

- (a) be the holder of a valid recreational pilot licence, endorsed for the category hang-gliding;
- (b) have acquired the experience referred to in regulation 62.13.2; and
- (c) have successfully passed the written theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62.

Experience

62.13.2

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

Application

62.13.3

- (1) An applicant for the issuing of a hang-glider aero-tow endorsement must–
 - (a) be made to the Executive Director or, if applicable, the organisation designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
 - (b) be accompanied by–
 - (i) the original or acceptable certified copy of the applicant’s valid pilot licence, endorsed for the category hang-glider;
 - (ii) a certificate of competency signed by a suitably licensed and rated flight instructor stating that the applicant has met the requirements of regulations 62.13.1; and
 - (iii) the applicable fee as prescribed in Part 187 of the Regulations.
- (2) The Executive Director or, if applicable, the organisation designated for the purpose in terms of Part 149, as the case may be, must issue in the format determined by the Executive Director a hang-glider aero-tow endorsement if the applicant complies with the requirements of regulation 62.13.1.

Privileges and limitations

62.13.4

The holder of a valid hang-glider aero-tow endorsement may act as pilot-in-command of a hang-glider for which he or she holds the appropriate rating whilst under tow from an amateur-built or production-built aircraft, including a microlight aeroplane, certified for tug operations.

Period of validity

62.13.5

A hang-glider aero-tow endorsement is valid for the period for which the holder thereof is the holder of a valid recreational pilot licence.

Maintenance of competency

62.13.6

The holder of a hang-glider aero-tow endorsement may not exercise the privileges thereof unless –

- (a) he or she during the six months immediately preceding the flight has carried out at least 5 aero-tows;
or
- (b) carried out at least 5 aero-tows under the supervision of an appropriately rated flight instructor.

SUBPART 14: REQUIREMENTS FOR THE ISSUE OF A PART 96 AUTHORISATION

Background

62.14.1

- (1) Part 96 of the Regulations regulates the commercial operation of non-type certificated aircraft. Non-type certificated aircraft, issued with an Authority to Fly in terms of Part 24 do not meet ICAO standards and, therefore, may only be operated within the borders of Namibia, unless specifically authorised by the responsible authority for the foreign airspace.
- (2) As non-type certificated aircraft may not be operated in international commercial air transport, ICAO requirements in respect of pilot licensing do not apply. National authorities may regulate such operations for domestic operations.
- (3) In accordance with paragraphs (1) and (2) above, the Executive Director may authorise the holder of a valid appropriate private or recreational pilot licence to conduct commercial operations with non-type certificated aircraft in terms of Part 96 on conditions prescribed by the Executive Director.
- (4) The requirements for a Part 96 authorisation as applicable to the aircraft types which may be operated by a pilot licensed in terms of Part 62 are set out in this Subpart.

Requirements for a Part 96 authorisation

62.14.2

An applicant for the issuing of a Part 96 authorisation must –

- (a) be not less than 18 years of age;
- (b) hold at least a valid Class 2 medical certificate issued in terms of Part 67;
- (c) hold at least a valid restricted radiotelephony operator's certificate;
- (d) hold a valid recreational pilot licence issued in terms of this Part
- (e) have acquired the experience referred to in regulation 62.14.3;
- (f) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;
- (g) have passed the theoretical knowledge examination as prescribed in Document NAM-CATS-FCL 62; and
- (h) have undergone the skill test referred to in regulation 62.14.4.

Experience

62.14.3

An applicant for the issuing of a Part 96 authorisation must –

- (a) in the case of the category microlight aeroplanes and light sport aeroplanes –
 - (i) have 200 hours flight time as pilot of a microlight aeroplane or light sport aeroplane, as the case may be, of which not less than 150 hours must be as pilot-in-command; or
 - (ii) have 100 hours as pilot-in-command of an aeroplane with a maximum certificated mass of 5 700 kg or less and at least 100 hours as pilot-in-command of an aeroplane in the same category for which Part 96 authorisation is sought;
- (b) in the case of the category gyroplanes have 200 hours of flight time as pilot-in-command of a gyroplane.
- (c) in the case of a category paragliders, powered paragliders, hang-gliders and powered hang-gliders have a minimum of 300 flights and 200 hours of flight time and hold a valid Grade A, B or C instructor licence and valid tandem add on rating.

Skills test

62.14.4

- (1) An applicant for the issuing of a Part 96 authorisation must have demonstrated to an appropriately qualified flight instructor the ability to perform, as pilot-in-command of an aircraft in the category for which the authorisation is sought, the procedures and manoeuvres prescribed in Document NAM-CATS-FCL 62 with a degree of competency appropriate to the privileges granted to the holder of a Part 96 authorisation.
- (2) The applicant must undergo the skills test referred to in sub-regulation (1) within six months of passing the theoretical knowledge examination referred to in regulation 62.14.1 and within the 90 days immediately preceding the date of application.

Application for a Part 96 authorisation

62.14.5

- (1) An application for the issuing of a Part 96 authorisation must –

- (a) be made to the Executive Director on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
- (b) be accompanied by –
 - (i) the original or acceptable certified true copy of a valid Class 2 or Class 1 medical certificate issued in terms of Part 67;
 - (ii) original or acceptable certified evidence that the applicant has passed the theoretical knowledge examination referred to in regulation 62.14.2;
 - (iii) original or acceptable certified evidence that the applicant has the practical experience referred to in regulation 62.14.3;
 - (iv) the skill test report as prescribed in Document NAM-CATS-FCL 62; and
 - (v) the appropriate fee as prescribed in Part 187.
- (2) The Executive Director must issue a Part 96 authorisation to the applicant if he or she complies with the requirements referred to in regulation 62.14.2.
- (3) The Part 96 authorisation must be issued in the format determined by the Executive Director.

Period of validity

62.14.6

A Part 96 authorisation is valid for an indefinite period, provided that the privileges of the authorisation may not be exercised by the holder thereof unless he or she –

- (a) holds a valid Class 2 or Class 1 medical certificate issued in terms of Part 67;
- (b) holds an appropriate valid category, class or type rating; and
- (c) complies with the provision of regulation 62.14.8.

Privileges of a Part 96 authorisation

62.14.7

- (1) The holder of a Part 96 authorisation is entitled to –
 - (a) exercise all the privileges of his or her pilot licence; and
 - (b) act as pilot-in-command for remuneration in Part 96 operations in any production-built aircraft, including a microlight or light sport aeroplane, or any gyroplane with a maximum all-up mass of 2 000 kg, for which he or she holds a valid category rating, class rating, or type rating.
- (2) The holder of the licence is entitled to exercise the privileges of the authorisation for any of the special purposes for which he or she holds the appropriate valid rating.

Maintenance of competency

62.14.8

The holder of a Part 96 authorisation may not act as pilot-in-command in commercial air transport operations unless he or she complies with the currency requirements prescribed for his or her pilot licence and the category rating, class rating, or type rating of which he or she is the holder.

SUBPART 15: REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS (DE)

Categories of designated examiners

62.15.1

- (1) Designation of examiners may be in one or more of the following categories –
 - (a) Conventional microlight aeroplane examiner;
 - (b) Weight-shift controlled microlight aeroplane examiner;
 - (c) Gyroplane examiner; and
 - (d) Light sport aeroplane examiner.
- (2) Examiners may be designated in more than one of the aircraft categories, referred to in sub-regulation (1), provided that they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which designation is sought.
- (3) To provide for exceptional circumstances, the Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, may on written application, approve a suitably qualified national of a Contracting State to act as an foreign flight examiner, for a period not exceeding 12 months, for the purpose of renewals, class and initial type ratings, where no suitably qualified Namibian designated examiner are available.
- (4) The foreign flight examiner referred to in paragraph (3) must comply with the validation requirements of regulation 62.01.15 of these Regulations.
- (5) The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, must issue the designation referred to in sub-regulation (3) in writing, subject to the payment of the applicable fee as prescribed in Part 187.
- (6) In order to be considered for the designation, an applicant must meet at least the following minimum experience and qualification levels –
 - (a) hold the equivalent examiner designation, or qualifications as those prescribed in regulation 62.15.2 issued by the appropriate authority of a Contracting State acceptable to the Executive Director; or
 - (b) hold at least a valid recreational pilot instructor rating Grade A or equivalent; and
 - (c) have accumulated not less than 1 500 flying hours, of which at least -
 - (i) 1 000 hours must be flight time on category; and
 - (ii) 50 hours as pilot-in-command on type.

Requirements

62.15.2

An applicant for designated examiner must –

- (a) be at least 21 years of age;
- (b) be currently active in the field of aviation for which the designation is sought; and

- (c) hold at least a valid recreational instructors rating Grade A in the category for which designated examiner status is sought for a minimum of 5 years; or
- (d) hold a Commercial Pilot Licence issued in terms of Part 61 with at least an Instructor Grade II rating;
- (e) have accumulated not less than 1 500 flying hours, of which at least 500 hours must be in the category for which designation is sought, and
- (f) Have at least 50 hours as pilot-in-command on the type for which the designation is sought.

Application

62.15.3

- (1) An application for designation as a designated examiner must be made to the Executive Director or to the organisation approved for the purpose in terms of Part 149, as the case may be, on the form prescribed in Document NAM-CATS-FCL 62 and be accompanied by –
 - (a) the original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
 - (b) evidence of holding the required valid licence and rating;
 - (c) a complete summary of all flying experience and ratings;
 - (d) a letter to motivate the reasons why the applicant believes he or she should be considered for designation; and
 - (e) the applicable fee as prescribed in Part 187.
- (2) The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, may designate a person as a designated examiner if the applicant –
 - (a) meets the requirements prescribed in this Subpart;
 - (b) has a good record as a pilot and as flight instructor as far as safety and adherence to these regulations are concerned; and
 - (c) signs an undertaking to abide by the code of conduct for designated examiners as prescribed in Document NAM-CATS-FCL 62.
- (3) The designation as examiner must be issued by the Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, in the format as determined by the Executive Director, indicating the period for which the designation is valid, its category, and any endorsements, restrictions or limitations that may apply.
- (4) Where designation is refused, the Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, must supply the applicant the reasons for the refusal in writing within 30 days.

Period of validity

62.15.4

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

Re-designation and reissue

62.15.5

- (1) Applications for re-designation or re-issue must be made every 36 months on the form prescribed in Document NAM-CATS-FCL 62, to the Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, not less than 30 days prior to the beginning of the month in which the designation expires, and must be accompanied by the fee prescribed in Part 187.
- (2) Submission of such application does not automatically entitle the applicant to continue to exercise the privileges of a designated examiner after the expiry date.

Designation, oversight, suspension and withdrawal

62.15.6

- (1) A designated examiner is designated to conduct tests or checks on behalf of the Executive Director.
- (2) The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, must exercise oversight in respect of designated examiners for the purposes of maintenance of flight and safety standards.
- (3) The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, may suspend or withdraw at any time a designation of a designated examiner where there is reasonable grounds to suspect misconduct, which could lead to the compromising of flight safety.
- (4) The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, must provide in writing reasons for the suspension or withdrawal of a designation referred to in sub-regulation (3).

Privileges and limitations

62.15.7

The Executive Director or the organisation approved for the purpose in terms of Part 149, as the case may be, must determine the privileges and limitations of a designated examiner dependent upon the applicant's qualifications, recent and total flight experience and shall indicate these privileges and limitations on the certificate issued.

SUBPART 16: REQUIREMENTS FOR THE ISSUE OF A CATEGORY, CLASS OR TYPE RATING BY NAME FOR LIGHT SPORT AEROPLANES

General

62.16.1

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

- (1) hold at least a valid restricted certificate of proficiency in radiotelephony (aeronautical);
- (2) have acquired the experience referred to in regulation 62.16.2;
- (3) have successfully completed the training as prescribed in Document NAM-CATS-FCL 62;

- (4) have passed the theoretical knowledge examination referred to in regulation 62.16.3; and
- (5) have successfully passed the skills test referred to in regulation 62.16.4.

Experience

62.16.2

- (1) An applicant for the issuing of a type rating by name for light sport aeroplanes must have completed not less than 35 hours flight time as a pilot of a light sport aeroplane, of which at least 15 hours must be solo flight time, and which must include –
 - (a) one dual cross-country flight and one solo cross-country flight each of at least three legs and of a duration of not less than 90 minutes flown at normal cruising speed; and
 - (b) one dual cross-country flight of at least three legs and a duration of not less than 90 minutes flown at normal cruising speed and which includes a full-stop landing at a controlled airport other than the point of departure;
 - (c) 3 hours of dual and 2 hours of solo circuits and landings at a controlled airport.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a pilot licence issued in terms of Part 61, the hour requirements and the cross-country requirements, referred to in paragraph (a) of sub-regulation (1), may be relaxed at the discretion of the flight instructor who conducts the skills test, referred to in regulation 62.16.4.
- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a recreational pilot licence with a category rating for gyroplanes or microlight aeroplanes, the cross-country requirements, referred to in paragraph (a) of sub-regulation (1), may be relaxed at the discretion of the flight instructor who conducts the skills test referred to in regulation 62.16.4.

Theoretical knowledge examination

62.16.3

- (1) An applicant for the issuing of a type rating by name for light sport aeroplanes must have passed the appropriate written examination as prescribed in Document NAM-CATS-FCL 62.
- (2) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a pilot licence, issued in terms of Part 61, the applicant may be given credit for any theory at the discretion of the testing instructor.
- (3) Notwithstanding the provisions of sub-regulation (1), in the case of an applicant who is the holder of a recreational pilot licence endorsed for the category microlight aeroplanes or gyrocopters, the applicant may be given credit for any theory at the discretion of the testing instructor; provided that the “Principles of Flight” and “Air Law” theoretical knowledge examinations must be written.

Skills test

62.16.4

- (1) An applicant for the issuing of an initial type rating by name for light sport aeroplanes must have demonstrated to the holder of a Grade B or Grade A light sport aeroplane flight instructor rating, or a flight instructor appropriately rated in terms of Part 61, the ability to perform, as pilot-in-command of a light sport

aeroplane, the procedures and manoeuvres as prescribed in Document NAM-CATS-FCL 62, with a degree of competency appropriate to the privileges granted to the holder of a recreational pilot licence.

- (2) The applicant must undergo the skills test, referred to in sub-regulation (1), within the 12 months of passing the theoretical knowledge examination referred to in regulation 62.16.3 and within the 60 days immediately preceding the date of application.

Crediting of flight time

62.16.5

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

Additional type ratings by name for light sport aeroplanes

62.16.6

An applicant for the issue of an additional type rating by name for light sport aeroplanes must –

- (a) undergo a skills test with a Grade C-, B- or A-instructor with the appropriate type rating as prescribed in Document NAM-CATS-FCL 62;
- (b) with the examiner at the dual controls perform at least 5 take-offs and 5 landings and any other exercise considered necessary; and
- (c) pass the technical exams as prescribed in Document NAM-CATS-FCL 62.

Application

62.16.7

(1) An application for the issuing of type rating by name for light sport aeroplanes must –

- (a) be made to the Executive Director or to the organisation, designated for the purpose in terms of Part 149, as the case may be, on the appropriate form as prescribed in Document NAM-CATS-FCL 62; and
- (b) be accompanied by –
 - (i) a valid application for the issue of such licence;
 - (ii) acceptable certified evidence that the requirements prescribed in regulation 62.16.1 or 62.16.5 if applicable, have been complied with; and
 - (iii) the appropriate fee as prescribed in terms of Part 187 or by the organisation designated for the purpose in terms of Part 149, as the case may be, provided that the fees set by the latter may not exceed those prescribed in Part 187.

(2) The Executive Director, or the organisation designated for the purpose in terms of Part 149, as the case may be, must issue a type rating by name for light sport aeroplanes if the applicant complies with the requirements referred to in regulation 62.16.1.

(3) A type rating by name for light sport aeroplanes must be issued in the format determined by the Executive Director.

Period of validity

62.16.8

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

Privileges and limitations

62.16.9

- (1) The holder of a type rating by name for light sport aeroplanes is entitled to act as pilot-in-command of the light sport aeroplane for which he or she is rated by name, provided it is not operated for the provision of an air service –
 - (a) within Class F and Class G airspace;
 - (b) within controlled airspace, unless –
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;
 - (ii) such two-way radio communication as the said unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.
- (2) Notwithstanding the provisions of sub-regulation (1), the holder of a type rating by name for light sport aeroplanes may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96, provided he or she is the holder of a valid Part 96 authorisation issued in terms of Subpart 14 of this Part.

Maintenance of competency

62.16.10

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

- (a) has acted as pilot-in-command of a light sport aeroplane for a minimum of 5 hours in the 12 months immediately preceding the intended flight and such minimum flight time may include flights undertaken by the pilot whilst receiving training appropriate to the type of light sport aeroplane; or
- (b) has passed a skills test with an appropriately-rated flight instructor within the three months immediately preceding the intended flight; and
- (c) if transporting a passenger, has within the 90 days immediately preceding the flight on which such passenger is to be transported, as pilot-in-command executed not less than three take-offs and three landings in a light sport aeroplane.