

RECREATIONAL PILOT LICENSING

**TECHNICAL STANDARDS:
RECREATIONAL PILOT LICENSING**

NAM-CATS-FCL 62

RECREATIONAL PILOT LICENSING

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RECREATIONAL PILOT LICENSING**

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1. INTRODUCTORY NOTES

- 1.1 *Section 227 of the Civil Aviation Act, 2016 empowers the Executive Director of Civil Aviation to issue technical standard for civil aviation. Section 227 of the Civil Aviation Act, 2016 further empowers the Executive Director of Civil Aviation to incorporate into a technical standard any international aviation standard or any amendment without publishing the text of such standard or any amendment by mere reference to the title, number and year of issue of such standard or amendment or to any other particulars by which such standard or amendment is sufficiently identified.*
- 1.2 *The Executive Director of Civil Aviation has, pursuant to the empowerment mentioned above, issued technical standards relating to Regulation Part 62 (Standards Relating to Recreational Pilot Licensing) to be known as Document NAM-CATS-62.*
- 1.3 *Document NAM-CATS-62 comprises the standards, rules, requirements, methods, specifications, characteristics and procedures which are applicable in respect of the licensing of recreational pilots.*
- 1.4 *Each reference to a technical standard in this document, is a reference to the corresponding regulation in the Namibian Civil Aviation Regulations.*
- 1.5 *Where there is any perceived disparity of meaning or inconsistency between these technical standards and the regulations, the provisions of the regulations will take precedence.*

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- 1.6 *Where there is a difference between a standard or procedure prescribed in ICAO documents and the Civil Aviation Technical Standards (CATS), the CATS standard will prevail.*
- 1.7 *The abbreviation “CAR” is used throughout this document when referring to any civil aviation regulation.*
- 1.8 *The abbreviations “TS” or “CATS” are used throughout this document when referring to any technical standard.*
- 1.9 *In this document the words “Executive Director” refers to the chief executive officer of the Authority appointed pursuant to section 34 of the Civil Aviation Act 2016 being the Executive Director of Civil Aviation.*

2. AMENDMENTS TO THE TECHNICAL STANDARDS

- 2.1 *The NCAA Personnel Licensing Division has responsibility for the technical content of this technical standard.*
- 2.2 *This technical standard is issued, and may only be amended, under the authority of the Executive Director of Civil Aviation.*
- 2.3 *Requests for changes to the content of this technical standard must be forwarded to the Executive Director and may come from:*
 - (a) technical areas within NCAA; or*
 - (b) aviation industry service providers or operators; or*
 - (c) pilots, engineers and maintenance organization staff.*
- 2.4 *The need to change the content of this technical standard may arise for any of the following reasons:*
 - (a) to ensure safety;*
 - (b) to ensure standardisation;*
 - (c) to respond to changed NCAA regulations or standards;*
 - (d) to respond to changes initiated by ICAO;*
 - (e) to accommodate proposed initiatives or new technologies.*
- 2.5 *The NCAA may approve trials of new procedures or technologies to develop appropriate standards.*

SUBPART 1: GENERAL

62.01.9 COMPETENCY

1. Revalidation Check

The contents of the revalidation check must be as defined in the form FSS-PEL 62-20, FSS PEL 62-21, FSS PEL 62-25, FSS PEL 62-26 and FSS PEL 62-27 respectively and must be conducted in an aircraft of the category, class or type for which the pilot requires the revalidation check. In general terms, the elements listed below should be included in the revalidation check, however, it is accepted that there may be aircraft or operational requirements and limitations that prevents some of these elements from being covered. In such cases the instructor must make appropriate comments on the revalidation check form.

- (a) An applicant for the renewal of a recreational pilot licence must demonstrate his or her skill to an appropriately qualified Grade B or Grade A Recreational Flight Instructor:
- (b) Procedures and actions to be tested according to APPENDIX R62.03, APPENDIX R62.06, APPENDIX R62.09, and/or APPENDIX R62.18 depending on the licence to be renewed.
- (c) The flight instructor conducting the revalidation check must complete the assessment report on form FSS-PEL 62-20, FSS PEL 62-21, FSS PEL 62-25, FSS PEL 62-26 and FSS PEL 62-27 respectively with reference to the standard of assessment on a scale of 1 to 4 as indicated on the test form.
- (d) Should the candidate achieve a **2** in any aspect of the test, he or she must as soon as practicable be re-assessed in that aspect and where appropriate the Testing Officer must indicate anew grading (1,3 or 4) on the same form.
- (e) This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
- (f) Should the candidate achieve a **1** in fewer than **5** aspects of the test, he or she must undergo further training and must be re-assessed in those aspects using the same form.
- (g) Should the candidate achieve a **1** in **5** or more aspects of the test, the test is failed and the entire test or check must be repeated using a new form.
- (h) The Testing Officer must write comments in the observation sheet whenever an aspect is marked as **1**.
- (i) During a competency check, in the case of a grading of 2, the Testing Officer may teach in a particular aspect and then immediately re-assess such aspect.
- (j) Should the candidate achieve a **1** in fewer than **5** aspects in an initial skills test, this form must remain in the possession of the ATO until a re-assessment is conducted.
- (k) Should the candidate achieve a **1** in fewer than **5** aspects in a competency check, this form must remain in the possession of the Testing Officer until a re-assessment is conducted.
- (l) Should the candidate achieve a **1** in **5** or more aspects, the Examiner must send this form to the Authority's licensing section.
- (m) Should any aspect in section 18 (Airmanship) be assessed as **1** "not yet competent" (NYC), the entire test or check must be repeated.
- (n) *Format of assessment report*

4. Excellent standard

Performance remains well within the qualification standards and flight management skills are excellent.

- Aircraft handling is smooth and precise.
- Technical skills and knowledge exceed the required level of competency.
- Behaviour indicates continuous and highly accurate situational awareness.
- Flight management skills are excellent.

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- Safety of flight is assured. Risk is well managed.

3. Meets the Authority's expected standards

Minor deviations occur from the qualification standards and performance remains within prescribed limits.

- Performance meets the recognised standard yet may include deviations that do not detract from the overall performance.
- Aircraft handling is positive and within specified limits.
- Technical skills and knowledge meet the required level of competency.
- Behaviour indicates that situational awareness is maintained.
- Flight management skills are effective.
- Safety of flight is maintained. Risk is acceptably managed.

2. Below the Authority's expected standards

Occasionally, major deviations from the qualification standards occur, which may include momentary excursions beyond prescribed limits but these are recognized and corrected in a timely manner.

- Performance includes deviations that detract from the overall performance, but are recognized and corrected within an acceptable time frame.
- Aircraft handling is performed with limited proficiency and/or includes momentary deviations from specified limits.
- Technical skills and knowledge reveal limited technical proficiency and/or depth of knowledge.
- Behaviour indicates lapses in situational awareness that are identified and corrected.
- Flight management skills are effective but slightly below standard.
- Safety of flight is not compromised. Risk is poorly managed.

1. Not yet competent

Unacceptable deviations from the qualification standards occur, which may include excursions beyond prescribed limits that are not recognized or corrected in a timely manner.

- Performance includes deviations that adversely affect the overall performance, are repeated, have excessive amplitude, or for which recognition and correction are excessively slow or nonexistent, or the aim of the task was not achieved.
- Aircraft handling is rough or includes uncorrected or excessive deviations from specified limits.
- Technical skills and knowledge assessments reveal unacceptable levels of technical proficiency and/or depth of knowledge.
- Behaviour indicates lapses in situational awareness that are not identified or corrected.
- Flight management skills are ineffective.
- Safety of flight is compromised. Risk is unacceptably managed.

2. Annual Logbook Summary

The annual logbook summary must:

- (a) be in the format prescribed in APPENDIX R62.21

reflect the number of hours flown recorded in each column of the logbook, per aircraft category, class or type in the preceding 12 months, a grand total of hours flown in each aircraft category for the period and a grand total of hours flown which has been recorded in each column of the logbook; and be submitted together with the annual currency fees and attached to form FSS PEL 62-04a or FSS PEL 62-09.

62.01.10 MEDICAL FITNESS

1. Format for personal medical fitness certificate

(a) *Personal declaration*

A medical fitness certificate to be submitted by the applicant for or the holder of a recreational pilot licence in terms of sub-regulation 62.01.10 (2) must be in the format in APPENDIX R62.22

(b) *Medical Practitioner's Declaration*

Where a person feels unable to sign the Pilot's Declaration, referred to in paragraph 1, or where an aviation training organisation or an authorised Licensing and Safety Officer of an aviation recreation organisation is reluctant to accept the declaration, a Medical Practitioner's Declaration must be submitted.

(c) *Requirement for hang- or paraglider ratings*

A Medical Practitioner's Declaration is required in respect of the holder of a recreational pilot license with a hang- or paraglider endorsement, in addition to the Pilot's Declaration (if any) per format prescribed in APPENDIX R62.22 or APPENDIX R62-23.

2. Medical conditions to watch for

The following conditions may cause severe safety risks when flying. Any person suffering, or having suffered, from any of the following conditions, must seek medical opinion before conducting any further flights:

- Chronic bronchitis, severe asthma, chronic sinus disease, chronic ear disease, eye trouble (e.g. inability to read a car number plate at 25 meters - corrective glasses may be used), regular severe migraine.
- Diabetes in any form, rheumatic fever, kidney stones, psychiatric disorders, severe motion or travel sickness, any condition requiring the regular use of drugs or other medication.
- Injuries that were previously sustained and that may inhibit control of an aircraft

62.01.11 LANGUAGE

1. Ability Requirements

The applicant for a pilot licence, to be issued in terms of Part 62 must have ability in reading, speaking and understanding the English Language to at least level 4 English Proficiency as defined in Part 61 in the following circumstances:

(a) *Examination:*

To undergo and pass an oral examinations conducted in English, required for the issue of the particular license / ratings applied for;

(b) *Ground actions:*

All information written in English relevant to the accomplishment of a flight, such as:

- (i) All laws, regulations, rules and other statutory requirements, including all technical manuals;

- (ii) all pre-flight administrative and flight planning procedures;
 - (iii) use of all aeronautical *en route*, departure and approach charts and associated documents;
- (c) *Communication:*
- Be able to clearly and coherently communicate with ATC and other crew members in plain English during all phases of flight, and particularly during any emergency situation.

3. Ability Demonstration

The ability, referred to in section 1 must be demonstrated by complying with one of the following alternative requirements:

- (a) Having passed a specific examination given by or on behalf of the Authority after having undertaken a course of training enabling the applicant to meet all the objectives listed in section 1 (a) to (c) above; or
- (b) Having passed a specific examination given by or on behalf of the Authority if considered necessary by the Executive Director, where an applicant claims English as his or her mother tongue or second language.

62.01.12 LOGGING OF FLIGHT TIME

1. Format of Logbook

- (a) Logbooks must be maintained with at least the format as per APPENDIX R62.24.
- (b) The format of logbooks to be maintained by hang-gliding pilots and paragliding pilots will be dependent upon their various instrument software or as per APPENDIX R62.25.

2. Information to be contained in logbooks

The following information must be recorded in logbooks as applicable:

- (a) *General:*
 - i. full name and address of owner
 - ii. summary of previous flying experience, if any;
 - iii. licence(s) held, with number.
- (b) *Particulars of each actual or simulated flight:*
 - (i) date;
 - (ii) (a) the registration marks and type or ICAO designator of the aircraft, or the make and model and size of hang-glider or paraglider in which the flight was made; or
 - (b) the registration and type of the simulator in which the simulated flight was made;
 - (iii) name of pilot-in-command (PIC) or 'SELF';
 - (iv) operating capacity of the holder if not PIC;
 - (v) name of safety pilot, if applicable;
 - (vi) place of departure and of arrival in respect of an actual flight;

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- (vii) nature of flight.
- (c) *Specification of pilot flight time experience acquired in any of the following categories:*
 - (i) authorised flight training received from an appropriately rated flight instructor;
 - (ii) recreational pilot learner flying solo;
 - (iii) pilot-in-command (PIC);
 - (iv) co-pilot;
 - (v) flight instructor.

3. Recording of flight time

- (a) Flight time must be recorded as prescribed in regulation 62.01.12.
- (b) Flight times may be recorded in hours and minutes, or in hours and decimals of hours.
- (c) When recording flight times, a clear distinction must be made between flight time acquired on different categories of aircraft; e.g. microlight aeroplane, gyrocopter, light sport aeroplane, etc.

4. Manner in which logbooks are to be maintained

- (a) In order to facilitate the issuing of licences, or the issuing and renewal of ratings, a pilot must summarize his or her logbook for the twelve months immediately preceding the date of application for the issue of a licence, or the issue or renewal of a rating, as applicable, provided that in the case of hang- and paragliding pilots, a summary of the logbook entries during the previous year must be submitted on the necessary renewal form as per form FSS PEL 62-03b, with a copy of the logbook pages pertaining to the rating or license will be submitted.
 - (b) Summaries must be signed by the pilot and, where applicable, by the flight instructor. In the latter case, the flight instructor must print clearly his or her name, and record his or her license number.
 - (c) On each page, totals must be brought and carried forward, and grand totals recorded. Grand totals must be recorded in the left-hand corner at the bottom of each page in the space provided therefore.
 - (d) The 'details of flight and remarks' column must be completed, showing-
 - (i) the exercises of the applicable practical flight instruction syllabus; or
 - (ii) in the case of navigation: the route flown; or
 - (iii) in the case of a recreational aviation flight the type of flight;
 - (iv) whether the pilot-in-command acted as flight instructor;
 - (v) any other information of importance related to the flight.
- (e) Where a flight is conducted for the purpose of meeting a maintenance of competency requirement, this must be recorded on the line of the particular flight; e.g. *'Reg. 62.04.7(a)(ii) complied with'*. Where currency was restored by means of a skill test, the entry *'Reg. xxx complied with'* must be countersigned by the recreational instructor. The same applies even if the required purpose is achieved over a number of flights.

62.01.15 VALIDATION OF FOREIGN PILOT'S LICENCES AND RATINGS

1. Contracting States

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 Authority may be obtained from the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

In the case of Hang gliding or Paragliding only those countries recognised by the Fédération Aéronautique Internationale (FAI), i.e. the World Air Sports Federation and able to produce an IPPI card (International Pilots Proficiency Identification card) will be deemed of similar standards however they will have to make application for validation on form FSS PEL 62-01.

62.01.16 APPLICATION FOR AND ISSUING OF A VALIDATION OF A FOREIGN PILOT LICENCE AND RATING

1. Application form

The application for the Validation for a foreign pilot licence or rating must be made on the form FSS PEL 62-01 to the Executive Director or the organisation designated for the purpose in terms of Part 149, as the case may be.

2. Requirements and Conditions

- (a) When required to operate radio equipment on board the aircraft, the applicant for a validation must comply with the Language Proficiency Requirements prescribed in technical standard 61.01.14 and must meet at least level 4 proficiency in English, the national language in Namibia.
- (b) An applicant who wishes to validate his or her foreign licence for the purpose of exercising the privileges of a recreational pilot in a Namibian registered aircraft must -
 - (i) successfully complete a Density Altitude Tutorial conducted by at least a Grade C instructor;
 - (ii) Pass a skill test with an appropriately rated Grade A or B flight instructor, who is also required to assess the applicant's cross-country, navigational proficiency. If necessary, according to experience, the applicant must undergo a navigation flight test with the instructor, similar to the cross-country flight requirement as prescribed by these regulations for the issue of a recreational pilot licence; and
 - (iii) Pass an examination in air law as applicable for a recreational pilot licence at an aviation training organisation, approved in terms of Part 141.

The applicant must have the above three items endorsed in his or her logbook by the instructors or examiners; and forward proof to the Authority within 30 days of completion of the requirements (a), (b), and (c) for the validation to be issued.

- (c) Requirements for the issue of a validation for the purpose of commercial operations
 - (i) A validation for commercial operations may be considered by the Authority on confirmation of the applicant's compliance with the following requirements. The applicant has successfully completed:
 - a. a Namibian Air Law examination conducted at the Authority;

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- b. a Part 96 skill test with a Grade A instructor or designated examiner; and
- c. a Density Altitude Tutorial conducted by at least a Grade C instructor.

The applicant must have the above three items endorsed in his or her logbook by the instructors or examiners; and forward proof to the Authority within 30 days of completion of the requirements (a), (b), and (c) above for the validation to be issued.

(d) *Validation of flight instructor rating*

- (i) Instructor ratings will only be considered for validation under exceptional circumstances and if no suitably qualified Namibian instructors are available. To qualify for the validation of a recreational flight instructor rating, the applicant must -
 - (a) Be in the possession of a valid, equivalent or higher grade flight instructor rating, issued by the appropriate authority of a Contracting State;
 - (b) Qualify for the issue of, or be in the possession of a valid validation of his or her pilot licence;
 - (c) Pass a skill test with an appropriately qualified Designated Examiner who must also assess the applicant's teaching proficiency and conduct a cross-country flight test with the applicant: Provided that in the case of hang-gliders and paragliders only the applicant's teaching proficiency needs to be assessed; and
 - (d) Pass a written or oral examination, conducted by the Authority or the designated organisation, in any other relevant subject as may be directed by the Executive Director or the said organisation in the light of the applicant's flight instructor rating applied for.
- (ii) The Authority retains the right to nominate a specific testing officer for the conduct of any of the tests, referred to in the sub-paragraph (i).

(e) *Validation of other ratings*

An applicant for the issuing of a Certificate of Validation of any foreign rating, other than a recreational flight instructor rating, must –

- (i) Have been issued with the relevant pilot licence validation;
- (ii) Meet the eligibility requirements laid down in this Part for the particular rating; and
- (iii) Pass the relevant skill test prescribed for the particular rating with the holder of an appropriately qualified flight instructor's rating.

3. Documents to accompany application-

An application for a Certificate of Validation for a foreign pilot licence or rating must be accompanied by -

- (a) The fees and documents prescribed in sub-regulations 62.02.15 (5)
- (b) where a skill test is required, a copy of the relevant skill test report;
- (c) where a theoretical knowledge examination is required, proof of having passed such examination; and
- (d) any other document that the Authority or the organisation designated for the purpose in terms of Part 149, as the case may be, may require in respect of a particular applicant, required to assess the applicant's fitness to hold a Namibian Validation for his or her foreign pilot licence or rating.

62.01.21 RADIO TELEPHONY CERTIFICATES

1. General

- (a) The issuing authority for radiotelephony certificates is the Communications Regulating Authority of Namibia (CRAN).
- (b) CRAN issues two types of certificates, namely a restricted and a general certificate of proficiency (aeronautical), and may recognise similar certificates issued by a foreign state for validation purposes.

2. Restricted Certificate

The holder of a recreational pilot licences must be the holder of at least a restricted certificate whenever he or she operates an aircraft that is required to be fitted with radio apparatus capable of operating within the aeronautical frequency band.

3. Validation of foreign certificate

The holder of a foreign certificate of proficiency (aeronautical) or similar certificate must obtain a validation from the Authority before operating the radio apparatus in a Namibian registered aircraft.

4. Concession for the holders of a recreation pilot learner's certificate -

CRAN has given permission for the holder of a recreational pilot learner's certificate to operate the radio apparatus on board an aircraft under the supervision of a certificated operator for a period not exceeding the validity of the learner's certificate. The conditions for the issue of a recreational pilot learner's certificate and a certificate of competency to operate radio apparatus are prescribed in Subpart 2 of Part 62 of the Regulations.

5 Application and examination

The procedures to be followed in applying for a certificate of proficiency (aeronautical), and the conditions applying to the relevant examinations, are published from time to time on the Authority's website.

SUBPART 2: RECREATIONAL PILOT LEARNER'S CERTIFICATE

62.02.1 TRAINING REQUIREMENTS

1. Training course

a. Required outcomes

The aim of the training course is to train prospective recreational learner pilots to the level of knowledge required to obtain a recreational pilot learner's certificate.

b. Practical training

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Prior to applying for a recreational pilot learner's certificate, the applicant must have undergone the following basic training:

- (a) pre-flight inspections
- (b) an air experience flight

c. Subjects to be covered in Theoretical Training phase

The theoretical training phase must cover the following subjects:

- (a) *Meteorology*
- (b) *Navigation*
- (c) *Principles of flight*
- (d) *Aircraft technical general* on the type of training aircraft being used.
- (e) *Basic Air Law* as appropriate to learner recreational pilots.
- (f) *Human performance & limitations*
- (g) *Local Rules* appropriate to the airfield in use as well as the surrounding areas.
- (h) In the case of paragliders excluding the above they will have to comply as per APPENDIX R62.26

2. Theoretical knowledge examination

The theoretical knowledge examination is to be based on the following subjects prescribed in TS 62.02.1 for training. The pass mark for the theoretical knowledge examination is 75%.

a. Invigilation

The written theoretical knowledge examinations must be invigilated by-

- (i) in the case of a microlight or light sport aeroplane, the holder of a Grade C, Grade B or Grade A recreational flight instructor with the appropriate rating; or
- (ii) in the case of a gyroplane, the holder of a recreational flight instructor (gyroplane) rating or recreational chief flight instructor (gyroplane) rating.

b. Certificate of Competency

The communication basic training and knowledge syllabus requirements are:

- (a) Practical operation of the radio and intercom
- (b) Basic explanation of airspaces
- (c) Basic practical radio communication

62.02.3 APPLICATION FOR RECREATIONAL PILOT LEARNER'S CERTIFICATE

1. Application

- (a) An application for a recreational pilot learner's certificate in a category must be made on form FSS PEL 62-02 to the Executive Director or the organisation approved for the purpose in terms of Part 149 of the CAR.

SUBPART 3: RECREATIONAL PILOT LICENCE

62.03.2 APPLICATION FOR A RECREATIONAL PILOT LICENCE

- (a) An application for a recreational pilot licence in a category, must be made on form FSS PEL 62-03a or FSS PEL 62-03b respectively to the Executive Director or the organisation approved for the purpose in terms of Part 149.

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

62.04.3 GENERAL

1. Practical training

The practical training must be done according to APPENDIX R62.01

2. Additional type ratings by name for conventional microlight aeroplanes

An applicant for the issue of an additional type rating for conventional microlight aeroplanes must pass the technical exams on the aeroplane for which the type rating is sought and which will include:

- a) All technical aspects and specifications of the aeroplane
- b) All flight parameters of the aeroplane
- c) Any special safety considerations for that particular aeroplane type

62.04.3 THEORETICAL KNOWLEDGE EXAMINATION

1. Content

- (a) The contents of the written theoretical knowledge examination must be based on the theoretical training described in APPENDIX R 62.02
- (b) The written theoretical knowledge examination must be invigilated by the holder of an appropriately qualified Grade C, Grade B or Grade A microlight aeroplane flight instructor.
- (c) The pass mark for the theoretical knowledge examination is 75%.

62.04.4 SKILL TEST

1. General

- (a) An applicant for a recreational pilot licence to be issued with a type rating or class rating for conventional microlight aeroplanes must demonstrate his or her skill in the following procedures to an appropriately qualified Grade B or Grade A Recreational Flight Instructor (conventional microlight aeroplane) who had not been involved in more than 3 hours of instruction with the applicant:
- (b) Procedures and actions to be tested according to APPENDIX 62.03.

2. Skill test report

- (a) The flight instructor conducting the skill test must complete the assessment report on form FSS PEL 62-20 , with reference to the standard of assessment on a scale of 1 to 4 as contained in the test report form.

62.04.8 APPLICATION

An application for the issuing of a class rating or additional type rating for conventional microlight aeroplanes must be made on forms FSS PEL 62-04 or FSS PEL 62-04a as applicable.

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

62.05.1 GENERAL

1. Training

The practical training must be done according to APPENDIX R62.04

2. Additional type ratings for weight-shift controlled microlight aeroplanes

An applicant for the issue of an additional type rating for weight-shift controlled microlight aeroplanes must pass the technical exams on the aeroplane for which the type rating is sought and which will include:

- (a) All technical aspects and specifications of the aeroplane
- (b) All flight parameters of the aeroplane
- (c) Any special safety considerations for that particular aeroplane type

62.05.3 THEORETICAL KNOWLEDGE EXAMINATION

1. Content

- (a) The contents of the written theoretical knowledge examination must be based on the theoretical training described in APPENDIX R 62.05

- (b) The written theoretical knowledge examination must be invigilated by the holder of an appropriately qualified Grade C, Grade B or Grade A microlight aeroplane flight instructor.
- (c) The pass mark for the theoretical knowledge examination is 75%.

62.05.4 SKILL TEST

1. Practical test of knowledge of procedures and flying skills

- (a) An applicant for a recreational pilot licence to be issued with a type rating or class rating for weight-shift controlled microlight aeroplanes must demonstrate his or her skill in the following procedures to an appropriately qualified Grade B or Grade A Recreational Flight Instructor (weight-shift controlled microlight aeroplane) who had not been involved in more than 3 hours of instruction with the applicant:
- (b) Procedures and actions to be tested according to APPENDIX R62.06.

2. Skill test report

- (a) The flight instructor conducting the skill test must complete the assessment report on form FSS PEL 62-20 with reference to the standard of assessment on a scale of 1 to 4 as indicated on the test report form.

62.05.5 APPLICATION

An application for the issuing of a class rating or additional type rating for weight-shift controlled microlight aeroplanes must be made on forms FSS PEL 62-04 or FSS PEL 62-04a as applicable.

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

62.06.1 GENERAL

1. Practical Training

The practical training must be done according to APPENDIX R62.07.

2. Theoretical knowledge examination

- (a) The contents of the written theoretical knowledge examination must be based on the theoretical training described in APPENDIX R 62.08.
- (b) The written theoretical knowledge examination must be invigilated by the holder of an appropriately qualified Grade A or Grade B gyroplane flight instructor.
- (c) The pass mark for the theoretical knowledge examination is 75%.

62.06.3 SKILL TEST

1. Practical test of knowledge of procedures and flying skills

RECREATIONAL PILOT LICENSING

- (a) An applicant for a recreational pilot licence to be issued with a type rating or class rating for gyroplanes must demonstrate his or her skill in the following procedures to an appropriately qualified Recreational Flight Instructor (gyroplanes) who had not been involved in more than 3 hours of instruction with the applicant:
- (b) Procedures and actions to be tested according to APPENDIX R 62.09.

2. Skill test report

- (a) The flight instructor conducting the skill test must complete the assessment report on form FSS PEL 62-20 with reference to the standard of assessment on a scale of 1 to 4 as indicated on the test report form.

62.06.4 APPLICATION FOR RECREATIONAL PILOT'S LICENSE – GYROPLANES

1. Format of application

An application for the issuing of a Recreational Pilot's License including a type rating or group type category rating for gyroplane must be made on forms FSS PEL 62-04 or FSS PEL 62-04a as applicable.

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

62.07.1 GENERAL

1. Ratings

The following ratings and endorsements are applicable to hang gliding.

- (a) Class ratings:
 - a) Learner Rating
 - b) Novice Rating
 - c) A Rating
 - d) B Rating
 - e) C Rating
- (b) Ratings and endorsements
 - f) Assistant Instructors Rating
 - g) Instructors Rating (Grade A, B or C)
 - h) Powered Hang Gliding Endorsement - prone, supine and suprone endorsed
 - i) Tandem Rating - Foot launch, winch launch and aero tow endorsed.
 - j) Winch tow endorsement.
 - k) Hang gliding aero tow endorsement.
 - l) Hill launch endorsement

2. Training by Tandem flying

Learners who are trained on a tandem hang glider, should complete at least 15 flights of a minimum of 2 minutes each as P2 with the instructor before flying solo. The student must complete a minimum of 10 solo flights of at least 2 minutes duration each and 100m ground clearance.

3. Recommended Operating Limitations for Novice Licence Pilots.

The Novice Pilot should exceed these limitations only after thoroughly mastering all required tasks, and after acquiring a full understanding of the potential problems and dangers involved in exceeding these limitations. It is highly recommended that all flights (after obtaining the rating) be made under the direct supervision of a Part 149 organisation rated Instructor or senior pilot unless flights take place on a student registered training site

Should fly only in smooth winds of 28 kph or less, and gusty winds of no more than 20 kph.

Should launch only on slopes of 2:1 to 7:1, where wind is no more than 25 degrees of being straight up the slope.

Novice licences will also carry a hill or tow endorsement. This is to facilitate training by means of towing without having to make use of any hill launching. This endorsement is only applicable to Novice Licences. All Novice Pilots need to be fully endorsed for hill launching when applying for the A-Licence.

4. Operating limitations for Assistant Instructors

Assistant instructors may only do training of students under direct supervision of an instructor, i.e. a rated instructor must be at the same site at the same time, on the ground, not flying. The instructor must take responsibility for the actions of assistant instructors during training. Assistant instructors may give theory lectures unsupervised after having been supervised for at least 2 lectures.

5. Powered Hang Gliding

Powered hang gliding is defined as the use or aid of any motor device attached to a hang gliding wing with the primary goal of achieving soaring flight. Training for the powered hang gliding rating may be for one of the following three categories. Prone type - flying head first above the bar: Suprone type - flying feet first above the bar: Supine type - fly feet first below the bar. Each type entails criteria that are specific to the category. Where this is the case the differences must be clearly pointed out by the instructor. Where required the use of wheels is not excluded for practical and safety reasons; however each of these types may use only certified hang gliding wings for the powered hang gliding application.

6. Training

The holder of, or an applicant for, a recreational pilot license who wishes to be issued with 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 successfully completed the appropriate training and experience as per APPENDIX R62.34.

7. Theoretical knowledge examination

(a) The holder of, or an applicant for, a recreational pilot license who wishes to be issued with 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 successfully passed the appropriate technical knowledge examination in the prescribed subjects.

(b) The prescribed subjects for the relevant ratings as per APPENDIX 62.27.

(c) The pass mark for the theoretical knowledge examination is 75%.

62.07.2 EXPERIENCE

RECREATIONAL PILOT LICENSING

The holder of, or an applicant for, a recreational pilot license who wishes to be issued with any of the class ratings or add-on endorsements, referred to in sub-regulation 62.07.1(1) in the category hang-glider must have the appropriate experience as per APPENDIX R62.33.

62.07.3 SKILL TEST

1. The holder of, or an applicant for, a recreational pilot license who wishes to be issued with any of the class ratings, add-on ratings or endorsements, referred to in sub-regulation 62.07.1(1) in the category hang-glider must have successfully passed the applicable skill test on form FSS PEL 62-26, as prescribed in this technical standard and as per APPENDIX R62.26.
2. The applicable skill tests for the relevant ratings are per APPENDIX R62.28. Form FSS PEL 62-26 to be used.

62.07.4 APPLICATION

1. **Forms**

An application for the issuing of a category rating and endorsement for hang-gliders must be made on the forms FSS PEL 62-04 or FSS PEL 62-04a as applicable.

Endorsements for hang gliding must be entered into the pilot's logbook by the endorsing Instructor. Supporting documents must be posted to the Authority for safe keeping within 7 days of the date of the endorsement.

2. **Medical fitness certificate**

The medical fitness certificate to be completed, signed and submitted must be made using APPENDIX R62.22.

3. **Training proficiency card**

The training proficiency card to be submitted is for the issue of a Novice Class rating only and must be in the format as prescribed in APPENDIX R62.29

62.07.8 TYPE RATINGS: HANG GLIDERS

1. 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 APPENDIX R62.26. 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

62.08.1 GENERAL

1. Ratings

a. A paraglider or powered paragliding rating may be issued in two classes:

- (a) Basic
- (b) Sport

with the following add-on rating:

- (c) Tandem rating

b. A powered parachute rating may be issued in two classes:

- (a) Basic
- (b) Sport

with the following add-on rating:

- (c) Tandem rating

2. Training

The holder of, or an applicant for, a recreational pilot license who wishes to be issued with any of the class ratings or add-on ratings, referred to in sub-regulation 62.08.1(1) in the category paraglider or powered paraglider must have successfully completed the appropriate training and experience as per APPENDIX R62.36.

3. Theoretical knowledge examinations

- (a) The holder of, or an applicant for, a recreational pilot license who wishes to be issued with any of the class ratings or add-on ratings, referred to in sub-regulation 62.08.1(1) in the category paraglider or powered paraglider must have successfully passed the appropriate technical knowledge examination in the prescribed subjects.
- (b) The prescribed subjects for the relevant ratings as per APPENDIX 62.37.
- (c) The written theoretical knowledge exams will only be marked by Grade A or Grade B flight instructor (PG, PPG or PPC) holding this rating
- (d) The pass mark for the theoretical knowledge examination is 75%.

62.08.02 EXPERIENCE

The holder of, or an applicant for, a recreational pilot licence who wishes to be issued with any of the class ratings or add-on endorsements, referred to in sub-regulation 62.08.01(1) in the category paraglider or powered paraglider must have the appropriate experience as per APPENDIX R62.35.

62.08.3 SKILLS TEST

An applicant for the Basic licence must have completed the tasks as per APPENDIX 62.38, checked and signed off on the practical requirements form FSS PEL 62-26 by a level A or B instructor.

62.08.4 APPLICATION FOR PARAGLIDER CLASS OR ADD-ON RATING

1. FORMS

An application for the issuing of a category rating and endorsement for paragliders and powered paragliders must be made on forms FSS PEL 62-04 or FSS PEL 62-04a as applicable.

Endorsements for paragliding or powered gliding must be entered into the pilot's logbook by the endorsing Instructor. Supporting documents must be submitted to the Authority for safe keeping within 7 days of the date of the endorsement.

2. MEDICAL FITNESS CERTIFICATE

The medical fitness certificate to be completed, signed and submitted must be as per APPENDIX R62.22.

3. TRAINING PROFICIENCY FORM

The training proficiency form to be submitted is for the issue of a basic license only and must be in the format as per form FSS PEL 62-03b and APPENDIX R62.26.

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

62.09.1 GENERAL

1. Ratings

Recreational Flight Instructor Ratings (Microlight, Gyroplane, Paraglider, Hang-glider, Powered Paraglider and Power Hang Gliders or powered parachutes and Light Sport Aircraft) may be issued in four classes:

- a) Recreational Assistant Flight Instructor
- b) Recreational Flight Instructor Grade C
- c) Recreational Flight Instructor Grade B
- d) Recreational Flight Instructor Grade A

2. Medical fitness

A recreational flight instructor must hold a valid medical certificate as detailed in addendum C as per APPENDIX R62.26

3. Training

a. Required outcomes

RECREATIONAL PILOT LICENSING

The aim of the course must be to train a candidate recreational flight instructor to obtain the high level of theoretical knowledge, practical flying skills proficiency, safety, airmanship, and the ability to convey and teach these to a learner pilot as required by the standards of the Authority and as indicated in this document. This requires that the candidate should be able to safely and professionally act as flight instructor of any recreational aircraft for which he or she holds a valid class or type rating, and knowledgeably and confidently stand in front of a class of learner pilots as lecturer on the required theoretical subjects.

b. Main aspects of course

The course must be comprised of the following aspects running in parallel-

- (a) Theoretical tuition; and
- (b) Practical flying tuition.

c. Theoretical tuition

The dedicated aspects of theoretical tuition shall be applicable for recreational flight instructor rating (conventional and weight-controlled microlight and light sport aeroplanes) and for a recreational assistant flight instructor rating (gyroplane) as indicated. The theoretical phase must cover tuition to teach the candidate instructor to confidently lecture on the subjects as outlined in APPENDIX R 62.10

d. Practical tuition

Candidate instructors must be taught ground briefings and patten in the air according to APPENDIX R62.11, EXCEPT in the case of paragliders, powered paragliders, powered parachutes, hang gliders and powered hang gliders where they must complete the training detailed in APPENDIX R62.30.

4. Theoretical knowledge examination

Content of theoretical knowledge examinations are to be based on the theoretical subjects as mentioned in APPENDIX R62.10 and APPENDIX R62.31 in the case of Hang Gliding, Paragliding, Powered Paragliding and Powered Parachutes.

The pass mark for the theoretical knowledge examination is 75%.

62.09.2 EXPERIENCE

Experience requirements for Recreational Flight Instructor Ratings Paraglider, Hang-glider, Powered Paraglider and Power Hang Gliders or powered parachutes) are as per APPENDIX R62.39.

62.09.3 SKILL TEST

1. Practical test of knowledge of procedures, instructional technique and flying skill

The applicant must show a consistent above average level of flying skill in demonstrating the air exercises below. Before conducting this test the applicant must be given by the appointed "A"- grade instructor conducting the test, a particular air exercise as the main aspect of training to be briefed and pattered upon, as a new, first time simulated exercise. Furthermore, during the test the testing instructor must at random select four further aspects which he must fly as a learner pilot who already had received some instruction, and for which the applicant must do corrective patten and demonstration of flight technique to alleviate any shortcomings or mistakes.

2. Skill and patter test report

The flight instructor conducting the skill and patter test must complete the assessment report on form FSS PEL 62-21 or FSS PEL 62-27 with reference to the standard of assessment on a scale of 1 to 4 as indicated on the test report form.

In the case of paragliders, powered paragliders, powered parachutes, hang gliders and powered hang gliders must complete the Skill tests in line with the standards detailed in APPENDIX R62.32.

62.09.4 APPLICATION FOR RECREATIONAL FLIGHT INSTRUCTOR'S RATING

An application for the issuing of a recreational flight instructor rating must be made on form FSS PEL 62-05. The skill test report must be submitted on the form FSS PEL 62-21 or FSS PEL 62-27.

62.09.7 RENEWAL OF RECREATIONAL FLIGHT INSTRUCTOR'S RATING

1. Flight instructor refresher seminars

All gyrocopter, hang glider and paraglider recreational flight instructors must attend a refresher seminar at least once every two years if held. These seminars, set up under the auspices of the Executive Director or a designated Part 149 organisation, will be conducted every 2 years at selected venues. These must include, but not be limited to the following aspects of discussion:

- a. Advancement in instructional techniques.
- b. Statutory changes in aviation.
- c. Applicable aspects of existing statutes.
- d. Analyses of root causes and trends of occurrences.
- e. Open book quiz on various aspects of commercial aviation, flight and ground instruction, and aviation in general.

2. Open book quiz

The results of the open book quiz is not a norm in the renewal process, but is mainly for self-evaluation, and is to be kept in hard copy format on the instructor's file at the flight training school where he is employed. Paragliding and hang gliding are excluded from this requirement.

62.09.8 RE-ISSUE OF RECREATIONAL FLIGHT INSTRUCTOR'S RATING

1. Flight Instructor refresher course

All recreational flight instructors must attend a refresher course for the reissue of an instructors rating. These courses set up under the auspices of the Executive Director or a Part 149 organisation must include, but not be limited to the following aspects of discussion:

- a. Advancement in instructional techniques.
- b. Statutory changes in aviation.
- c. Applicable aspects of existing statutes.

- d. Analyses of root causes and trends of occurrences.
- e. Open book quiz on various aspects of commercial aviation, flight and ground instruction, and aviation in general.

2. Open book quiz

The results of the open book quiz is not a norm in the renewal process, but is mainly for self evaluation, and is to be kept in hard copy format on the instructor's file at the flight training school where he is employed. Paragliding and hang gliding are excluded from this requirement.

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

62.11.1 GENERAL

1. Theoretical knowledge examination

An applicant for a microlight or light sport aeroplane tug or tow rating must have passed the appropriate written examination based on the theoretical knowledge course as prescribed in APPENDIX R 62.12. The pass mark for the theoretical knowledge examination is 75%.

62.11.5 SKILL TEST

An applicant for a microlight 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 the ability to satisfactorily execute the skills as prescribed in APPENDIX R 62.13 on form FSS PEL 62-20 or FSS PEL 62-26 as applicable.

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

62.13.1 GENERAL

1. Theoretical Knowledge Examination

- (a) The holder of, or an applicant for, a recreational pilot license who wishes to be issued with 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 successfully passed the appropriate technical knowledge examination in the prescribed subjects.
- (b) The prescribed subjects for the relevant ratings as per APPENDIX 62.27.
- (c) The pass mark for the theoretical knowledge examination is 75%.

62.13.2 EXPERIENCE

The holder of, or an applicant for, a recreational pilot license who wishes to be issued with any of the class ratings or add-on endorsements, referred to in sub-regulation 62.01.1(1) in the category hang-glider must have the appropriate experience as per APPENDIX R62.33.

62.13.3 APPLICATION

An application for the issuing of a Hang Glider Aero Tow Rating must be made on form FSS PEL 62-06.

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

62.14.1 REQUIREMENTS FOR THE ISSUE OF PART 96 AUTHORISATION

1. Training

a. Required outcomes of training course

The aim of the Part 96 authorisation training course is to train the holder of a recreational or private pilot license to the level necessary for the issue of a Part 96 authorisation, and to the standards as required by Authority as indicated in this document. This requires that the candidate should be able to safely and professionally operate any microlight aircraft, gyroplane, tandem paraglider, powered tandem paraglider, tandem hang glider or powered tandem hang glider up to a maximum all up mass of 2,000kg; for which he or she holds a valid class or type rating in commercial air operations.

b. Contents of training course

The course must be comprised of the following aspects running in parallel-

- (a) Theoretical tuition; and
- (b) Practical flying tuition.

c. Theoretical tuition

The theoretical phase must cover tuition to prepare the applicant to obtain a level of theoretical knowledge as detailed in APPENDIX R62.14.

d. Practical tuition

Practical ground and air work must cover tuition of the applicant to be able to act professionally and safely as pilot in command of a commercial operation including-

- a. The administration process.
- b. Pre and post flight process.

2. Theoretical knowledge examination for Part 96 Authorisation

RECREATIONAL PILOT LICENSING

a. Content

An applicant for Part 96 Authorisation must have passed the appropriate written examination based on the theoretical tuition detailed in APPENDIX R62.14.

The pass mark for the theoretical knowledge examination is 75%.

b. Invigilation of theoretical knowledge examination

The written theoretical knowledge examination must be invigilated by the holder of an appropriately qualified Grade A recreational flight instructor.

c. Marking and adjudication

The theoretical knowledge examinations written by applicants for a Part 96 authorisation must be marked by a holder of a Grade A flight instructor approved for the purpose by the Executive Director or the organisation approved for the purpose in terms of Part 149.

62.14.4 SKILL TEST

1. Practical test of knowledge of procedures and flying skill.

The applicant must show a consistent above average level of flying skill in demonstrating the air exercises below.

(a) *Aim:*

An applicant for a Part 96 authorisation must demonstrate to an appropriately qualified and approved Recreational Flight Instructor:

- (i) His or her knowledge of, and ability to accurately convey his or her knowledge of the procedures and processes mentioned below, and
- (ii) His or her above average flying skill and ability to control the aircraft during demonstration of these exercises.

(b) *Procedures and actions to be tested:*

The procedures and actions to be tested must be in accordance with APPENDIX R62.15.

2. Skill test report

- (a) The flight instructor conducting the skill and patten test must complete the assessment report on form FSS PEL 62-25 with reference to the standard of assessment on a scale of 1 to 4 as indicated in the test report form.

62.14.5 APPLICATION FOR A PART 96 AUTHORISATION

An application for the issuing of a Part 96 authorisation must be made on form FSS PEL 62-07.

The skill test report must be submitted on the form FSS PEL 62-25.

SUBPART 15: REQUIREMENTS FOR THE DESIGNATION OF EXAMINERS

62.15.3 APPLICATION

1. Form

An application for the Designation or re-designation as an Examiner must be made on form FSS PEL 62-08.

2. Code of conduct

A code of conduct for Designated Examiners will be the same as the code of conduct for Designated Examiners in Part 61.

SUBPART 16: REQUIREMENTS FOR THE ISSUE OF A TYPE RATING FOR LIGHT SPORT AEROPLANES

62.16.1 GENERAL

1. Practical Training

The practical training must be done according to APPENDIX R62.16.

62.16.3 THEORETICAL KNOWLEDGE EXAMINATION

- (a) The contents of the written theoretical knowledge examination must be based on the theoretical training described in APPENDIX R 62.17.
- (b) The written theoretical knowledge examination must be invigilated by the holder of an appropriately qualified Grade C, Grade B or Grade A light sport aeroplane flight instructor.
- (c) The pass mark for the theoretical knowledge examination is 75%.

62.16.4 SKILL TEST

1. Practical test of knowledge of procedures and flying skills

- (a) An applicant for a recreational pilot licence to be issued with a type rating for light sport aeroplanes must demonstrate his or her skill in the following procedures to an appropriately qualified Grade B or Grade A Recreational Flight Instructor (light sport aeroplane) who had not been involved in more than 3 hours of instruction with the applicant:
- (b) Procedures and actions to be tested according to APPENDIX 62.18.

2. Skill test report

- (a) The flight instructor conducting the skill test must complete the assessment report on form FSS PEL 62-20 with reference to the standard of assessment on a scale of 1 to 4 as indicated on the test report form.

62.16.6 ADDITIONAL TYPE RATINGS BY NAME FOR LIGHT SPORT AEROPLANES

An applicant for the issue of an additional type rating for light sport aeroplanes must pass the technical exams on the aeroplane for which the type rating is sought and which will include:

- a) All technical aspects and specifications of the aeroplane
- b) All flight parameters of the aeroplane
- c) Any special safety considerations for that particular aeroplane type

62.16.7 APPLICATION

An application for the issuing of additional type rating by name for light sport aeroplanes must be made on form FSS PEL 62-03a and accompanied by the skill test report form FSS PEL 62-20.