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PERSONNEL LICENCING

REVALIDATION OF RATINGS FOR AEROPLANES AND HELICOPTERS

This AIC replaces AIC B07/20 dated 01 April 2020.

REVALIDATION REGULATIONS AND PROCEDURES

It has come to the notice of the NCAA that there is a lot of uncertainty amongst pilots regarding how they are to revalidate their ratings in accordance with NAMCAR, 2001, Part 61. The purpose of this AIC is to inform all pilots on how to revalidate their aeroplane and helicopter ratings in accordance with the current NAMCAR Part 61 of 2001 as amended.

1. **For the revalidation of an aeroplane class rating** (*previously called group type rating but amended via Aviation Directive Doc No. NCAA- PEL-1/03/2019 to substitute "group type" with "class"*) i.e. for SE and ME piston aeroplanes below 5700 kgs where in accordance with NAMCARs 61.16.7, the rating expires after 12 months from date of initial issue to a PPL holder or 24 months following its revalidation, the holder shall, within the 90 days immediately preceding the date of expiry of the rating, have undergone a revalidation proficiency check with a DE as follows:
 - a. **For a SEP class rating**, undergo skills test on the heaviest aeroplane held to revalidate all SEP aeroplanes endorsed in the pilot's logbook otherwise, if not on the heaviest SEP aeroplane, renewal is only applicable to the type on which the test was done and those SEP aeroplanes equal to or below its weight; and
 - b. **For holders of both SEP and MEP class ratings**, undergo skills test on **any** MEP aeroplane held to revalidate all SEP and MEP aeroplanes less than 5700 kg endorsed in the pilot's logbook (NAMCARs 61.16.8(4)(a) & (b).

Note: The same rules in a. and b. apply to the holder of a **type rating by name for SEP and MEP** with maximum weight above 5700 kg (NAMCARs 61.16.8(5)(a) & (b).

2. **For the revalidation of a SET or MET type rating**, which in accordance with NAMCAR 61.16.7(1) is valid for a period of 12 months, the holder shall, within the 90 days immediately preceding the date of expiry of the rating, have undergone a revalidation proficiency check with a DE as follows:

- a. **For a SET rating**, undergo a skills test on the heaviest aeroplane held to revalidate all **SEP** and **SET** aeroplanes endorsed in the pilot's logbook otherwise, if not on the heaviest SET, renewal is only applicable to the type on which the test was done and SEP and SET aeroplanes equal to or below its weight; and
 - b. **For holders of both SET and MET ratings**, undergo skills test on **any** MET aeroplane held to revalidate all **SEP**, **MEP**, **SET** and **MET** aeroplanes endorsed in the pilot's logbook (NAMCARs 61.16.8(6)(a) & (b).
3. **For the revalidation of a turbojet rating** which in accordance with NAMCAR 61.16.7(1) is valid for a period of 12 months, the holder shall, within the 90 days immediately preceding the date of expiry of the rating, have undergone a revalidation proficiency check with a DE as follows:
 - a. **For a single engine turbojet aeroplane rating**, undergo a skills test on the heaviest aeroplane held to revalidate all **single engine turbojet** aeroplanes endorsed in the pilot's logbook otherwise, if not on the heaviest single engine turbojet aeroplane, renewal is only applicable to the type on which the test was done; and
 - b. **For holders of both single and multi-engine turbojet aeroplane ratings**, undergo a skills test on a **multi-engine turbojet** aeroplane held to revalidate both **single engine and multi-engine turbojet aeroplanes** endorsed in the pilot's logbook (NAMCARs 61.16.8(7)(a) & (b).
4. **For the revalidation of helicopter ratings**, the NCAA is aware of the shortcomings in the current regulations in providing clear-cut guidance on the revalidation of helicopter ratings. As such, a lot of effort has already been put in revising NAMCAR 61 Subpart 16 to address the concerns raised by the industry on the matter. Of particular notice is the lack of grouping of helicopter types into classes so that class ratings can be considered for similar types especially for single-pilot single-engine powered helicopters. Noting that the current NAMCAR 61.01.6(b)(i) and (ii) specify that class ratings for helicopters comprise of single-engine and multi-engine helicopters, there is no subsequent regulation defining the grouping of helicopters into a class. In fact, NAMCAR 61.01.7(a) leaves out helicopters in its mention of class ratings and places helicopters under type ratings by name in 61.01.7(b) as further confirmed in 61.01.7(4) which then says that type ratings for helicopters comprise of a rating by name for each type of helicopter. Furthermore, NAMCAR 61.16.11 and 12 do not provide specific guidance on the revalidation of helicopter type ratings.
5. The lack of clarity in the regulations mentioned above resulted in an unsanctioned practice where pilots assumed that they still kept several of their SEP helicopter ratings alive after conducting revalidation skills tests on the heaviest helicopter as stipulated under 61.16.8(4) and (5) on privileges for aeroplane class ratings or under 61.16.11(9) and (10) on revalidation of aeroplane ratings. Nevertheless, on realizing this error during the ongoing review of the regulations, PEL put measures in place to stop the practice as it was viewed unsafe and unsupported by the regulations.
6. In consideration of the above, the following **recommendations are put forward to govern the revalidation of helicopter ratings under the current NAMCARs**:
 - a. All helicopter ratings are to be treated as type by name and each helicopter will require a skills test with a DE to revalidate the rating.
 - b. Pilots holding more than one helicopter type rating who have maintained the required recency within the stipulated 90 days on each type, but have not complied with the

current NAMCAR revalidation requirements, are required to apply to the Executive Director, NCAA for an exemption from NAMCAR 61.16.11 if they wish to continue exercising privileges on the affected helicopter types.

Note: Following the application for exemption mentioned in 6.b., the Executive Director will conduct a safety risk assessment to weigh the merits of each case before the grant or rejection of an exemption.

7. Several the rules explained in this AIC will be changed in the new NAMCARs currently being reviewed for promulgation. In the interim however, pilots are to adhere to the current regulations and procedures herein explained.