

SUBPART 2: BASIC INSTRUMENT FLIGHT TRAINERS**Basic instrument Flight Trainer**

60.02.1 This Subpart is reserved for future use.”

Substitution of Parts 61 of the Regulations

7. The Regulations are amended by the substitution for Part 61 of the following Part:

“PART 61**PILOT LICENSING****SUBPART 1 GENERAL**

- 61.01.1 Applicability
- 61.01.2 Authority to act as pilot of Namibian aircraft, or as pilot of foreign registered aircraft within Namibia
- 61.01.3 Pilot licences
- 61.01.4 Ratings and other approvals relating to pilot licences
- 61.01.5 Flight instructor ratings
- 61.01.6 Maintenance of competency and recency
- 61.01.7 Theoretical knowledge examinations
- 61.01.8 FSTDs to be approved
- 61.01.9 Requirements for approval of FSTDs
- 61.01.10 Validation of a foreign pilot licences, ratings and authorisations
- 61.01.11 Credit for military service
- 61.01.12 Conversion of foreign pilot licences
- 61.01.13 Medical requirements and fitness
- 61.01.14 Language
- 61.01.15 Logging of flight time
- 61.01.16 Curtailment of privileges of pilot licence holders 60 years of age or older
- 61.01.17 Requirements for skill tests
- 61.01.18 Change of name or address
- 61.01.19 Duplicate pilot licence or rating
- 61.01.20 Crediting of flight time and theoretical knowledge
- 61.01.21 Designation of pilots for purposes of training and tests
- 61.01.22 Designation of examiners for purposes of skills test or proficiency checks
- 61.01.23 Documents
- 61.01.24 Register of licences
- 61.01.25 Training for the issuing of a licence, rating or validation
- 61.01.26 Duties of pilots
- 61.01.27 Endorsements and record keeping
- 61.01.28 Payment of currency fee

SUBPART 2 STUDENT PILOT LICENCE

- 61.02.1 Requirements for Student Pilot Licence
- 61.02.2 Application for Student Pilot Licence
- 61.02.3 Issuing of Student Pilot Licence
- 61.02.4 Certificate of competency
- 61.02.5 Period of validity
- 61.02.6 Privileges and limitations of Student Pilot Licence
- 61.02.7 Discontinuing of flight training

- 61.02.8 Ratings for special purposes for a Student Pilot Licence
- 61.02.9 Re-issue of Student Pilot Licence

SUBPART 3 PRIVATE PILOT LICENCE (AEROPLANE)

- 61.03.1 Requirements for Private Pilot Licence (Aeroplane)
- 61.03.2 Application for, and issue of, a Private Pilot Licence (Aeroplane)
- 61.03.3 Theoretical knowledge examination
- 61.03.4 Skills test
- 61.03.5 Period of validity of Private Pilot Licence (Aeroplane)
- 61.03.6 Privileges of Private Pilot Licence (Aeroplane)
- 61.03.7 Ratings for special purposes
- 61.03.8 Maintenance of competency
- 61.03.9 Recency requirements for a Private Pilot Licence (Aeroplane)

SUBPART 4 PRIVATE PILOT LICENCE (HELICOPTER)

- 61.04.1 Requirements for Private Pilot Licence (Helicopter)
- 61.04.2 Application for, and Issue of, a Private Pilot Licence (Helicopter)
- 61.04.3 Theoretical knowledge examination
- 61.04.4 Skill test
- 61.04.5 Period of validity of Private Pilot Licence (Helicopter)
- 61.04.6 Privileges of Private Pilot Licence (Helicopter)
- 61.04.7 Ratings for special purposes
- 61.04.8 Maintenance of competency
- 61.04.9 Recency requirements for a Private Pilot Licence (Helicopter)

SUBPART 5 COMMERCIAL PILOT LICENCE (AEROPLANE)

- 61.05.1 Requirements for Commercial Pilot Licence (Aeroplane)
- 61.05.2 Application for, and issue of, a Commercial Pilot Licence (Aeroplane)
- 61.05.3 Theoretical knowledge examination
- 61.05.4 Skills test
- 61.05.5 Period of validity of Commercial Pilot Licence (Aeroplane)
- 61.05.6 Privileges of Commercial Pilot Licence (Aeroplane)
- 61.05.7 Ratings for special purposes and certificate
- 61.05.8 Maintenance of competency
- 61.05.9 Recency requirements for a Commercial Pilot Licence (Aeroplane)

SUBPART 6 COMMERCIAL PILOT LICENCE (HELICOPTER)

- 61.06.1 Requirements for Commercial Pilot Licence (Helicopter)
- 61.06.2 Application for, and issue of, a Commercial Pilot Licence (Helicopter)
- 61.06.3 Theoretical knowledge examination
- 61.06.4 Skills test
- 61.06.5 Period of validity of Commercial Pilot Licence (Helicopter)
- 61.06.6 Privileges of Commercial Pilot Licence (Helicopter)
- 61.06.7 Ratings for special purposes and certificate
- 61.06.8 Maintenance of competency
- 61.06.9 Recency requirements for a Commercial Pilot Licence (Helicopter)

SUBPART 7 AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)

- 61.07.1 Requirements for Airline Transport Pilot Licence (Aeroplane)
- 61.07.2 Application for, and issue of, an Airline Transport Pilot Licence (Aeroplane)

- 61.07.3 Theoretical knowledge examination
- 61.07.4 Skills test
- 61.07.5 Period of validity of Airline Transport Licence (Aeroplane)
- 61.07.6 Privileges of Airline Transport Pilot Licence (Aeroplane)
- 61.07.7 Ratings for special purposes and certificate
- 61.07.8 Maintenance of competency
- 61.07.9 Recency requirements for an Airline Transport Pilot Licence (Aeroplane)

SUBPART 8 AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

- 61.08.1 Requirements for Airline Transport Pilot Licence (Helicopter)
- 61.08.2 Application for, and issue of, an Airline Transport Pilot Licence (Helicopter)
- 61.08.3 Theoretical knowledge examination
- 61.08.4 Skills test
- 61.08.5 Period of validity of Airline Transport Licence (Helicopter)
- 61.08.6 Privileges of Airline Transport Pilot Licence (Helicopter)
- 61.08.7 Ratings for special purposes and certificate
- 61.08.8 Maintenance of competency
- 61.08.9 Recency requirements for an Airline Transport Pilot Licence (Helicopter)

SUBPART 9 PRIVATE PILOT LICENCE (POWERED-LIFT)

- 61.09.1 Requirements for Private Pilot Licence (Powered-lift)
- 61.09.2 Application for, and issue of, a Private Pilot Licence (Powered-lift)
- 61.09.3 Theoretical knowledge examination
- 61.09.4 Skills test
- 61.09.5 Period of validity of Private Pilot Licence (Powered-Lift)
- 61.09.6 Privileges of Private Pilot Licence (Powered-lift)
- 61.09.7 Ratings for special purposes
- 61.09.8 Maintenance of competency
- 61.09.9 Recency requirements for a Private Pilot Licence (Powered-lift)

SUBPART 10 COMMERCIAL PILOT LICENCE (POWERED-LIFT)

- 61.10.1 Requirements for Commercial Pilot Licence (Powered-lift)
- 61.10.2 Application for, and issue of, a Commercial Pilot Licence (Powered-lift)
- 61.10.3 Theoretical knowledge examination
- 61.10.4 Skills test
- 61.10.5 Period of validity of Commercial Pilot Licence (Powered-lift)
- 61.10.6 Privileges of Commercial Pilot Licence (Powered-lift)
- 61.10.7 Ratings for special purposes and certificate
- 61.10.8 Maintenance of competency
- 61.10.9 Recency requirements for a Commercial Pilot Licence (Powered-lift)

SUBPART 11 AIRLINE TRANSPORT PILOT LICENCE (POWERED-LIFT)

- 61.11.1 Requirements for Airline Transport Pilot Licence (Powered-Lift)
- 61.11.2 Application for, and issue of, an Airline Transport Pilot Licence (Powered-Lift)
- 61.11.3 Theoretical knowledge examination
- 61.11.4 Skills test
- 61.11.5 Period of validity of Airline Transport Pilot Licence (Powered-lift)
- 61.11.6 Privileges of Airline Transport Pilot Licence (Powered-Lift)
- 61.11.7 Ratings for special purposes and certificate
- 61.11.8 Maintenance of competency
- 61.11.9 Recency requirements for an Airline Transport Pilot Licence (Powered-Lift)

SUBPART 12 GLIDER PILOT LICENCE

- 61.12.1 Requirements for Glider Pilot Licence
- 61.12.2 Application for, and issue of, a Glider Pilot Licence
- 61.12.3 Theoretical knowledge examination
- 61.12.4 Skills test
- 61.12.5 Period of validity of Glider Pilot Licence
- 61.12.6 Privileges of Glider Pilot Licence
- 61.12.7 Ratings for special purposes
- 61.12.8 Maintenance of competency
- 61.12.9 Recency requirements for a Glider Pilot Licence

SUBPART 13 FREE BALLOON PILOT LICENCE

- 61.13.1 Requirements for Free Balloon Pilot Licence
- 61.13.2 Application for, and issue of, a Free Balloon Pilot Licence
- 61.13.3 Theoretical knowledge examination
- 61.13.4 Skills test
- 61.13.5 Period of validity of Free Balloon Pilot Licence
- 61.13.6 Privileges of Free Balloon Pilot Licence
- 61.13.7 Ratings for special purposes
- 61.13.8 Maintenance of competency
- 61.13.9 Recency requirements for a Free Balloon Pilot Licence

SUBPART 14 COMMERCIAL FREE BALLOON PILOT LICENCE

- 61.14.1 Requirements for Commercial Free Balloon Pilot Licence
- 61.14.2 Application for, and issue of, a Commercial Free Balloon Pilot Licence
- 61.14.3 Theoretical knowledge examination
- 61.14.4 Skills test
- 61.14.5 Period of validity of Commercial Free Balloon Pilot Licence
- 61.14.6 Privileges of a Commercial Free Balloon Pilot Licence
- 61.14.7 Ratings for special purposes
- 61.14.8 Maintenance of competency
- 61.14.9 Recency requirements for a Commercial Free Balloon Pilot Licence

SUBPART 15 AIRSHIP PILOT LICENCE

- 61.15.1 Requirements for Airship Pilot Licence
- 61.15.2 Application for, and issue of, an Airship Pilot Licence
- 61.15.3 Theoretical knowledge examination
- 61.15.4 Skills test
- 61.15.5 Period of validity of Airship Pilot Licence
- 61.15.6 Privileges of Airship Pilot Licence
- 61.15.7 Ratings for special purposes
- 61.15.8 Maintenance of competency
- 61.15.9 Recency requirements for an Airship Pilot Licence

SUBPART 16 COMMERCIAL AIRSHIP PILOT LICENCE

- 61.16.1 Requirements for a Commercial Airship Pilot Licence
- 61.16.2 Application for, and issue of, a Commercial Airship Pilot Licence
- 61.16.3 Theoretical knowledge examination
- 61.16.4 Skills test
- 61.16.5 Period of validity of Commercial Airship Pilot Licence

- 61.16.6 Privileges of Airship Pilot Licence for commercial purposes
- 61.16.7 Ratings for special purposes
- 61.16.8 Maintenance of competency
- 61.16.9 Recency requirements for a Commercial Airship Pilot Licence

SUBPART 17 CLASS AND TYPE RATINGS

- 61.17.1 Requirements for and the issue of class and type ratings
- 61.17.2 Training
- 61.17.3 Skills test
- 61.17.4 Circumstances in which type or class ratings are required
- 61.17.5 Special authorisation for type or class ratings
- 61.17.6 Application for class or type rating
- 61.17.7 Period of validity of class or type rating
- 61.17.8 Privileges and variants
- 61.17.9 Transfer of foreign class and type ratings
- 61.17.10 Revalidation

SUBPART 18 INSTRUMENT RATING

- 61.18.1 General
- 61.18.2 Requirements for Instrument Rating
- 61.18.3 Application for an Instrument Rating
- 61.18.4 Theoretical knowledge examination
- 61.18.5 Skills test
- 61.18.6 Period of validity of Instrument Rating
- 61.18.7 Privileges
- 61.18.8 Revalidation
- 61.18.9 Maintenance of competency

SUBPART 19 GRADE I FLIGHT INSTRUCTOR RATING

- 61.19.1 Requirements for Grade I Flight Instructor Rating
- 61.19.2 Application for a Grade I Flight Instructor Rating
- 61.19.3 Skills test
- 61.19.4 Period of validity of Grade I Flight Instructor Rating
- 61.19.5 Privileges
- 61.19.6 Revalidation

SUBPART 20 GRADE II FLIGHT INSTRUCTOR RATING

- 61.20.1 Requirements for Grade II Flight Instructor Rating
- 61.20.2 Application for a Grade II Flight Instructor Rating
- 61.20.3 Skills test
- 61.20.4 Period of validity of Grade II Flight Instructor Rating
- 61.20.5 Privileges
- 61.20.6 Revalidation

SUBPART 21 GRADE III FLIGHT INSTRUCTOR RATING

- 61.21.1 Requirements for Grade III Flight Instructor Rating
- 61.21.2 Application for a Grade III Flight Instructor Rating
- 61.21.3 Theoretical knowledge examination
- 61.21.4 Skills test
- 61.21.5 Period of validity of Grade III Flight Instructor Rating

- 61.21.6 Privileges and limitations
- 61.21.7 Revalidation

SUBPART 22 TYPE RATING INSTRUCTOR RATING (MULTI-PILOT AIRCRAFT)

- 61.22.1 Requirements for a Type Rating Instructor Rating
- 61.22.2 Application for a Type Rating Instructor Rating
- 61.22.3 Skills test
- 61.22.4 Period of validity of Type Rating Instructor Rating
- 61.22.5 Privileges and limitations
- 61.22.6 Revalidation

SUBPART 23 FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION

- 61.23.1 Requirements for Flight Simulation Training Device instructor authorisation
- 61.23.2 Application for a Flight Simulation Training Device instructor authorisation
- 61.23.3 Theoretical knowledge examination
- 61.23.4 Skills test
- 61.23.5 Period of validity of Flight Simulations Training Device instructor authorisation
- 61.23.6 Privileges
- 61.23.7 Revalidation
- 61.23.8 Re-issue

SUBPART 24 NIGHT RATING

- 61.24.1 Requirements for Night Rating
- 61.24.2 Application for a Night Rating
- 61.24.3 Theoretical knowledge examination
- 61.24.4 Skills test
- 61.24.5 Period of validity of Night Rating
- 61.24.6 Privileges

SUBPART 25 TEST PILOT QUALIFICATION

- 61.25.1 General
- 61.25.2 Pilots qualified to conduct flight test
- 61.25.3 Test pilot rating requirements
- 61.25.4 Experience required for test pilot rating
- 61.25.5 Training required for test pilot rating
- 61.25.6 Application for a test pilot rating
- 61.25.7 Issuance of a test pilot rating
- 61.25.8 Period of validity of a test pilot rating
- 61.25.9 Privileges of a test pilot rating
- 61.25.10 Maintenance of competency

SUBPART 26 TUG PILOT RATING

- 61.26.1 Requirements for Tug Pilot Rating
- 61.26.2 Application for Tug Pilot Rating
- 61.26.3 Privileges

SUBPART 27 TOW RATING

- 61.27.1 Requirements for a Tow Rating (Aeroplane)

61.27.2 Application for tow pilot rating (Aeroplane)

61.27.3 Privileges of a Tow Rating (Aeroplane)

SUBPART 28 HELICOPTER SLING-LOAD RATING

61.28.1 Requirements for Helicopter Sling-Load Rating

61.28.2 Application for Helicopter Sling-Load Rating

61.28.3 Privileges

61.28.4 Period of validity of Helicopter Sling Load Rating

SUBPART 29 HELICOPTER WINCHING RATING

61.29.1 Requirements for Winching Rating (Helicopter)

61.29.2 Application for Winching Rating (Helicopter)

61.29.3 Privileges

61.29.4 Period of validity of Winching Rating (Helicopter)

SUBPART 30 HELICOPTER GAME OR LIVESTOCK CULL RATING

61.30.1 Requirements for Helicopter Game or Livestock Cull Rating

61.30.2 Application for Helicopter Game or Livestock Cull Rating

61.30.3 Privileges and Limitations

61.30.4 Period of validity of Helicopter Game or Livestock Cull Rating

SUBPART 31 AGRICULTURAL PILOT RATING

61.31.1 Requirements for Agricultural Pilot Rating

61.31.2 Application for an Agricultural Pilot Rating

61.31.3 Skills test

61.31.4 Privileges

SUBPART 32 DESIGNATED EXAMINERS

61.32.1 Categories of examiners

61.32.2 General requirements for designation as flight examiners

61.32.3 Specific requirements for designation as flight examiners

61.32.4 Application for designation as flight examiner

61.32.5 Issuing of designation as Designated Flight Examiner

61.32.6 Re-designation as Designated Flight Examiner

61.32.7 Designation, oversight, suspension and revoking of designation as Designated Flight Examiner

61.32.8 Authorisations and limitations of Designated Flight Examiners

61.32.9 Crew member status of Designated Flight Examiners

61.32.10 Skills tests and proficiency checks by Designated Flight Examiners

61.32.11 Register of Designated Flight Examiners

SUBPART 33 AEROBATICS RATING (GRADUATE)

61.33.1 Requirements for an Aerobatics Rating (Graduate)

61.33.2 Application for an Aerobatics Rating (Graduate)

61.33.3 Classes of Aerobatics Ratings

61.33.4 Privileges of an Aerobatics Rating

SUBPART 1 GENERAL**Applicability**

61.01.1 (1) This Part prescribes the requirements relating to:

- (a) the issuing, renewal and re-issuing of pilot licences and other forms of approval and privileges, limitations and ratings associated with pilot licences or other forms of approval;
- (b) the validation of foreign pilot licences;
- (c) the conversion of foreign pilot licences; and
- (d) designation of aviation examiners for different purposes.

(2) In this Part any requirements for the issuing, renewal and re-issuing of an aviation document issued in terms of this Part are subject to, and must be read in conjunction with, the requirements in the Act and technical standards relating to aviation documents.

(3) The Executive Director may issue, renew or re-issue pilot licences, ratings and other forms of approvals in terms of this Part, upon being satisfied that the applicant or a matter which requires a licence or approval complies with the requirements of the Act, including the applicable regulations and technical standards.

Authority to act as pilot of Namibian aircraft, or as pilot of foreign registered aircraft within Namibia

61.01.2 (1) A person may not act as a pilot of a Namibian aircraft unless that person:

- (a) holds an appropriate Aircraft Pilot Licence and its associated ratings issued by the Executive Director in terms of this Part 61 or Part 62; or
- (b) holds a foreign pilot licence and its associated rating issued by an appropriate authority and validated by the Executive Director in terms of this Part or Part 62.

(2) A person may not act as a pilot of a foreign registered aircraft in Namibia unless such person holds an appropriate aircraft pilot licence and its associated rating issued or validated by the State of Registry.

(3) Unless authorised in terms of these regulations, the holder of a pilot licence may not exercise privileges other than the privileges applicable to the licence and its associated ratings.

(4) The applicant for, or a holder of, an Aircraft Pilot Licence, including a Student Pilot Licence, who receives training or is tested for the purpose of applying for the appropriate pilot licence or type rating, may act as pilot-in-command of an aircraft in respect of which he or she does not hold such licence or rating: Provided that:

- (a) the flight is not for remuneration or reward;
- (b) no passengers or cargo are transported in the aircraft; and

- (c) the training or testing is conducted by the holder of an applicable and valid flight instructor rating or examiner who holds an appropriate valid type, group type or class rating.

Pilot licences

61.01.3 The Executive Director may issue the following licences in terms of this Part:

- (a) a Student Pilot Licence (SPL);
- (b) a Private Pilot Licence (Aeroplane) (PPL-A);
- (c) a Private Pilot Licence (Helicopter) (PPL-H);
- (d) a Commercial Pilot Licence (Aeroplane) (CPL-A);
- (e) a Commercial Pilot Licence (Helicopter) (CPL-H);
- (f) an Airline Transport Pilot Licence (Aeroplane) (ATPL-A);
- (g) an Airline Transport Pilot Licence (Helicopter) (ATPL-H);
- (h) a Private Pilot Licence (Powered-lift) (PPL-P);
- (i) a Commercial Pilot Licence (Powered-lift) (CPL-P)
- (j) an Airline Transport Pilot Licence (powered lift) (ATPL-P);
- (k) a Glider Pilot Licence (GPL);
- (l) a Free Balloon Pilot Licence (FBPL);
- (m) a Commercial Free Balloon Pilot Licence (CFBL);
- (n) an Airship Pilot Licence (ASPL); and
- (o) a Commercial Airship Pilot Licence (CASL).

Ratings and other approvals relating to pilot licences

61.01.4 (1) The Executive Director may issue the following ratings in respect of pilot licences:

- (a) Category ratings:
 - (i) aeroplane;
 - (ii) helicopter;
 - (iii) glider;
 - (iv) free balloon;
 - (v) airship; and
 - (vi) powered-lift;
- (b) Class ratings:
 - (i) single-engine piston aeroplane (land);
 - (ii) single-engine piston aeroplane (sea);
 - (iii) multi-engine piston aeroplane (land);
 - (iv) multi-engine piston aeroplane (sea);
 - (v) touring motor gliders;

- (vi) conventional gliders;
 - (vii) power-assisted gliders;
 - (viii) hot air balloons;
 - (ix) gas balloons;
 - (x) rigid airships;
 - (xi) non-rigid airships;
 - (xii) single-pilot single-engine helicopters; and
 - (xiii) single-pilot multi-engine helicopters;
- (c) Group Type ratings for free balloons, that is:
- (i) Group A for hot-air balloons with a maximum envelope capacity of 3400m³ and gas balloons with a maximum envelope of 1260m³;
 - (ii) Group B for hot-air balloons with an envelope capacity between 3401m³ and 6000 m³ and gas balloons with an envelope capacity of more than 1260m³;
 - (iii) Group C for hot-air balloons with an envelope capacity between 6001m³ and 10500m³; and
 - (iv) Group D for hot-air balloons with an envelope of more than 10500m³;
- (d) Type ratings:
- (i) piston engine aeroplanes with a maximum certificated mass exceeding 5700 kilograms;
 - (ii) single engine turbo-prop aeroplanes (sea and land);
 - (iii) multi-engine turboprop aeroplanes (sea and land);
 - (iv) aeroplanes certificated for operation with a flight crew of at least two pilots;
 - (v) aeroplanes with unconventional handling characteristics that require additional flying or Flight Simulation Training Device training;
 - (vi) warbird; and
 - (vii) multi-pilot (MP) piston engine or turbine powered helicopters;
- (e) Ratings for special purposes:
- (i) Night Rating;
 - (ii) Instrument Rating;
 - (iii) Flight Instructor Rating;

- (iv) Type Rating Instructor Rating;
 - (v) Tug Pilot Rating;
 - (vi) Helicopter Sling Load Rating;
 - (vii) Helicopter Winch Rating;
 - (viii) Helicopter Game Or Livestock Cull Rating;
 - (ix) Agricultural Pilot Rating;
 - (x) Aerobatics Rating; and
 - (xi) Tow Rating.
- (2) The Executive Director may issue the following types of approvals:
- (a) a Flight Simulation Training Device Instructor Authorisation; and
 - (b) Test Pilot qualification.
- (3) The Executive Director must issue class ratings for aeroplanes in accordance with the list set out in Document NAM-CATS-FCL 61.
- (4) Type ratings for helicopters issued in terms of this Part comprise a type rating for each type of helicopter which does not fall within the classes set out in Document NAM-CATS-FCL 61.
- (5) In order to act as a flight crew member of a variant of another aircraft within a particular class rating, differences or familiarisation training may be required as set out in paragraph 1 of standard 61.17.8 of Document NAM-CATS 61.
- (6) The holder of an Aeroplane Pilot Licence issued in terms this Part is not required to hold a recreational pilot licence in terms of Part 62 for the purpose of flying conventional microlight aeroplanes and light sport aeroplanes: Provided that he or she:
- (a) undergoes different or familiarisation training acceptable to the Executive Director in accordance with the regulations and technical standards; and
 - (b) complies with the relevant requirements in Part 62 for the type or class rating for the aeroplanes endorsed into his or her logbook by a rated instructor.
- (7) The issuing of any type rating in terms of this Part, includes the issuing of the appropriate class rating, if:
- (a) an initial type rating is issued; or
 - (b) the type of aircraft requires the issuing of a new class rating.
- (8) For the purposes of the regulations in this Part, a multi-engine centreline thrust aeroplane is deemed to be a single-engine aeroplane and the provisions that apply to multi-engine centreline thrust aeroplane apply to a single engine aeroplane.

Flight instructor ratings

61.01.5 Flight instructor ratings comprises of:

- (a) Grade I Flight Instructor Rating;
- (b) Grade II Flight Instructor Rating;
- (c) Grade III flight Instructor Rating; and
- (d) Type Rating Instructor Rating.

Maintenance of competency and recency

61.01.6 (1) A proficiency check for a Night Rating or an Instrument Flying Rating conducted after the first skills test for a licence holder revalidates the maintenance of competency.

(2) If a proficiency check is conducted within 90 days prior to the expiry date of competency the new expiry date will be calculated from the original date of expiry.

(3) If the proficiency check is conducted more than 90 days prior to the expiry date of competency the new expiry date will be calculated from the date on which the test or check was conducted.

(4) If the applicant for a pilot licence fails the skills test or proficiency check, the examiner must submit the original test report to Personnel Licensing (PEL) within seven working days of the date of the test.

(5) A skills test or proficiency check may not be conducted before the successful completion of any applicable theoretical examination or oral examination.

(6) The navigation element of the skills test or proficiency check administered for the issuing of a Private Pilot Licence or Commercial Pilot Licence may be conducted as a separate flight within a maximum period of 14 days.

(7) Upon the successful completion of a skills test or proficiency check the designated examiner must issue the test results to the applicant and the applicant must countersign the test report.

(8) If a pilot fails to demonstrate the required standard during the skills test or proficiency check:

- (a) the person who conducted the skills test or proficiency check must inform the pilot that the pilot may not exercise the privileges of the particular licence;
- (b) the person who conducted the test or check must issue a Notice of Denial to the pilot and provide a copy of the notice to the pilot and a copy to the Executive Director, together with the test or check form;
- (c) the pilot to whom a Notice of Denial is issued in terms of paragraph (b) must undergo corrective training with a flight instructor other than the person who conducted the skills test or proficiency check, before submitting him or herself for a test or a check;
- (d) a skills test or proficiency check may not be conducted on the same day of an unsuccessful skills test or revalidation check; and

- (e) a skills test or proficiency check may only be conducted with a letter of recommendation by the flight instructor.

(9) The holder of a pilot licence must annually submit to the Executive Director a certified copy of the summary of his or her logbook in the form set out in Document NAM-CATS-FCL 61 together with the prescribed licence currency fees.

(10) If the Executive Director has reasonable grounds to suspect that a person licenced in terms of this Part has failed to maintain the minimum standard required to exercise the privileges of any licence or rating which he or she holds, the Executive Director may give the licence holder reasonable notice in writing to undergo by a date specified by the Executive Director, the skills test or proficiency check or all or some of the theoretical knowledge examinations prescribed in this Part in respect of such licence or rating.

(11) If the tests or examinations referred in subregulation (10) show that the standard of the licence or rating holder is below that required for the licence or rating concerned, the Executive Director must in terms of section 42 read with section 44 of the Act 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 contemplated in subregulation (10) fails without reasonable cause to undergo the test or examination as directed by the Executive Director, his or her standard is deemed to be below that required for the licence or rating concerned and the provisions of subregulation (11) applies with changes required by the context to this subregulation.

Theoretical knowledge examinations

61.01.7 (1) The Executive Director must publish in Document NAM-CATS-FCL-61 general procedures to be followed by a person applying to be entered for a theoretical knowledge examination as well as the conditions under which the Executive Director will conduct theoretical knowledge examinations.

(2) An applicant wishing to enter for the theoretical knowledge examinations must show proof of holding or having held within the previous 60 months one of the following:

- (a) a valid Namibian Student Pilot Licence qualifying the applicant for entry to a Private Pilot Licence examination;
- (b) a valid Namibian Student Pilot Licence qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination, if the holder is a student on an integrated training course for the licence;
- (c) a valid Namibian Private Pilot Licence qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination;
- (d) a valid Namibian Air Force pilot qualification qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination; or
- (e) a valid pilot licence issued by an appropriate authority qualifying the applicant for entry to the Commercial Pilot Licence or Airline Transport Pilot Licence examination.

(3) A temporary medical restriction of a licence does not disqualify an applicant from entering a theoretical knowledge examination.

(4) The pass mark for any theoretical knowledge examination referred to in this Part is 75 per cent.

(5) An applicant who applies for the issuing or reissuing of a pilot licence, or for the validation of a pilot licence, who has failed a theoretical examination required for the licence may apply for the re-marking of the examinations in accordance with Document NAM-CATS-FCL 61.

(6) An applicant who applies for the issuing or re-issuing of a rating, or a validation of a rating, who has failed a theoretical examination required for the rating may apply for the re-marking of the examinations in accordance with Document NAM-CATS-FCL 61.

(7) The holder of an Instrument Rating on aeroplanes is exempted from the theoretical training and knowledge examination requirements for an Instrument Rating on helicopters, and the holder of an Instrument Rating on helicopters is exempted from the theoretical knowledge training and examination requirements for an Instrument Rating on aeroplanes.

(8) A student pilot having undergone all or part of the integrated training, referred to in regulation 61.01.25, who passed the theoretical knowledge examination for the Commercial Pilot Licence, is deemed to have passed the theoretical knowledge examinations prescribed for the issue of the Private Pilot Licence.

(9) A student pilot having undergone all or part of the integrated training, referred to in regulation 61.01.25, who passed the theoretical knowledge examination for the Airline Transport Pilot Licence, is deemed to have passed the theoretical knowledge examinations prescribed for the issue of the Private and the Commercial Pilot Licences.

(10) A person may not provide another person with, or obtain from another person any examination paper for any examination about to be, or currently being conducted, or part or copy of the examination, unless authorised by the Executive Director to do so.

(11) During any written theoretical knowledge examination under this Part, a person may not:

- (a) use any source of information which has not been approved by the invigilator;
- (b) communicate in any way with another person, except the invigilator;
- (c) take the examination on behalf of, or assist, another person; or
- (d) remove any written or printed material from the examination room.

(12) Any unauthorised conduct or contravention of any examination rules or procedures referred to in this part or NAM-CATS-FCL 61 may result in:

- (a) disqualification in the subject concerned;
- (b) disqualification in any or all subjects already passed;
- (c) disbarment from taking further examinations for a period not exceeding 12 months; and
- (d) prosecution for any applicable criminal offence.

FSTDs to be approved

61.01.8 (1) This regulation applies to any person or organisation that offers or uses a FSTD for purposes of:

- (a) training and skills tests leading to the granting of a pilot licence;
- (b) issuing or re-issuing of ratings associated with a pilot licence; or
- (c) proficiency training and revalidation checks associated with a holder of a pilot licence.

(2) Each FSTD used for the purposes specified in subregulation (1), must be approved by the Executive Director for each particular purpose.

Requirements for approval of FSTDs

61.01.9 The Executive Director must issue an approval for FSTD's based on the requirements prescribed in Part 60.

Validation of a foreign pilot licences, ratings and authorisations

61.01.10 (1) The minimum knowledge, experience and skill requirements for the issuing of a validation for foreign pilot licences and ratings are set out in Document NAM-CATS-FCL 61.

(2) The Executive Director may validate pilot licences and ratings issued by an appropriate authority only when the licences and ratings are deemed equivalent or higher than the standards for Namibian pilot licences and ratings.

(3) If pilot licences and ratings issued by an appropriate authority are not deemed as equivalent to the standards contained in this Part, the applicants for such licence must meet additional requirements to qualify for a validation.

(4) The purposes for which a validation may be issued include any or all of, or a combination of, the following:

- (a) to exercise the privileges of a private pilot in a Namibian aircraft;
- (b) to ferry a Namibian aircraft from one foreign country to another, or from a foreign country to Namibia;
- (c) to conduct demonstration flights in a Namibian aircraft;
- (d) to conduct familiarisation, difference training or route training of Namibian flight crew;
- (e) to provide its holder with time to complete prescribed bridging training for the conversion of the foreign licence or rating as prescribed in subregulation (7) and (8) of regulation 61.01.12 while acting as a flight crew member on a Namibian aircraft during commercial operations; or
- (f) to exercise the privileges of a commercial pilot in a Namibian aircraft for the period specified in the validation.

(5) A holder of a pilot licence and rating issued by an appropriate authority who wishes to act as a pilot of a Namibian aircraft must apply to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61 for a validation of such licence or rating.

(6) The application for a validation in terms of subregulation (4) must be accompanied by:

- (a) the appropriate fee as prescribed in Part 187;
- (b) a certified true copy of the licence and rating for which the validation is requested;
- (c) a certified true copy of the relevant valid medical certificate;
- (d) a summary of the applicant's logbook certified by the applicant to contain a true record of the hours flown;
- (e) certified proof of English Language Proficiency compliance in terms of regulation 61.01.14;
- (f) in the case of an application for the validation of a licence and rating for the purpose of exercising the privileges of a commercial pilot in Namibia and for being employed as a pilot in Namibia, an employment offer from a Namibian employer who requires the services of the applicant; and
- (g) a skill test report issued by a designated examiner as prescribed in subregulation 10, unless the validation is sought for the purposes referred to in subregulation (4), (b), (c) and (d).

(7) The Executive Director may validate a pilot licence and rating issued by an appropriate authority:

- (a) subject to the same restrictions which apply to such licence and ratings;
- (b) subject to such conditions and limitations as the Executive Director may consider necessary in the interest of aviation safety;
- (c) in accordance with and subject to the requirements and conditions as prescribed in the Regulations;
- (d) on condition that the privileges do not exceed that of the equivalent Namibian pilot licence or rating; and
- (e) in the form determined by the Executive Director.

(8) A validation issued by the Executive Director in terms of subregulation (7) is valid -

- (a) for a period of -
 - (i) 12 months calculated from the date of issue of the validation;
 - (ii) validity of the licence and rating issued by the appropriate authority concerned;
 - (iii) validity of the valid medical certificate contemplated in paragraph (c) of subregulation (6); or

- (iv) validity of the employment permit of the applicant; or
- (b) until the foreign pilot licence or rating is suspended or revoked in terms of the Act or by the appropriate authority.
- (9) Before the Executive Director validates a foreign pilot licence the Executive Director must confirm the validity of the foreign licence or rating with the appropriate authority.
- (10) The applicant for the validation of a foreign pilot licence and its associated rating must undergo the appropriate skills test, and:
 - (a) in the case of validation for use as a private pilot under VFR condition, must:
 - (i) attend a tutorial, conducted by at least a Grade III flight instructor at an approved ATO, on the differences in airspaces and terminology within Namibia;
 - (ii) receive a briefing on performance planning, taking into account the effect of density altitude; and
 - (iii) write an examination, approved by the Authority.
 - (b) in the case of validation for use as a private pilot under IFR conditions:
 - (i) attend a tutorial, conducted by at least a Grade II flight instructor at an approved ATO, on the differences in airspaces and terminology within Namibia;
 - (ii) receive a briefing on performance planning taking into account the effect of density altitude; or
 - (iii) pass an examination in air law set by the Authority;
 - (c) in the case of validation for use as a commercial pilot under VFR conditions pass an examination in air law at Commercial Pilot Licence (CPL) level at the Authority; or
 - (d) in the case of validation for use as a commercial pilot under IFR conditions or as an airline transport pilot, pass an examination in air law at Commercial Pilot Licence (CPL) level at the Authority.
- (11) The Executive Director may annually re-issue a validation issued in respect of a foreign pilot licence previously validated in terms of this Part, if the foreign pilot flies a Namibian aircraft in a foreign country for commercial purposes, Provided that:
 - (a) the operation is flown exclusively outside the borders of Namibia; and
 - (b) any flying carried out in Namibia is for the purpose of a ferry flight for pre-or post-maintenance purposes or for the purpose of a revalidation check or skills test.
- (12) If there is no holder of a Flight Instructor Rating available in Namibia to conduct training on a particular type of aircraft, the Executive Director may validate a flight instructor rating issued by an appropriate authority to authorise the holder of the rating to conduct training on a particular type of aircraft to which the rating pertains.

(13) The holder of a validation issued by the Executive Director in terms of this regulation must comply with the provisions prescribed in this Part and the requirements and conditions set out in Document NAM-CATS-FCL 61.

(14) If a skills test or a proficiency check is required for the purposes of a validation, such test must be undertaken in an aircraft of the category, class or type, appropriate to the pilot licence for which the validation is sought, or in a FSTD approved for the purpose.

(15) A validation in terms of this regulation is based on the licence of the appropriate authority and no additional ratings must be added on the validation.

(16) The holder of a validation issued by the Executive Director may, subject to the provisions of subregulation (6), apply to the Executive Director for the renewal of the validation at least 21 days immediately before the date of expiry of such validation.

(17) The Executive Director may renew the validation for the same appropriate period referred to in subregulation (8), in the circumstances and on the conditions set out in Document NAM-CATS-FCL 61:

(18) A validation of a foreign pilot licence for commercial purposes may only be re-issued on condition that the applicant provides sufficient proof that he or she has complied with all requirements of the appropriate authority which issued the foreign licence or rating in respect of maintenance of competency.

(19) The Executive Director may automatically validate foreign pilot licences and ratings issued by an appropriate authority: Provided that:

- (a) that the authority has similar licensing laws to that of Namibia, and that are compliant with the International Standards and Recommended Practices of ICAO Annex 1;
- (b) Namibia has entered into a formal agreement with the appropriate authority recognising the automatic validation process; and
- (c) Namibia and the appropriate authority have registered their agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.

(20) If subregulation (19) applies, an endorsement indicating the ICAO registration number of the agreement and the list of appropriate authority must appear on licences rendered valid automatically in terms of the agreement.

Credit for military service

61.01.11 (1) A person who is qualified as pilot in the Namibian Air Force may apply to the Executive Director for the issuing of a Private Pilot Licence or a Commercial Pilot Licence or Airline Transport Pilot Licence and its associated rating prescribed in this Part.

(2) An applicant for a Private Pilot Licence in terms of this regulation must have:

- (a) passed that part of the theoretical knowledge examination which deals with air law;
- (b) undergone the skills test; and
- (c) complied with all other requirements, prescribed for the issuing of a private pilot licence in terms of this Part.

(3) An applicant for a Commercial Pilot Licence or an Airline Transport Pilot Licence in terms of this regulation must have:

- (a) passed the theoretical knowledge examination;
 - (b) undergone the skill test; and
 - (c) comply with all other requirements, prescribed for the issuing of a commercial pilot licence or airline transport pilot licence, in terms of this Part.
- (4) An application referred to in subregulation (1) must be:
- (a) made in the appropriate form as set out in Document NAM-CATS-FCL 61; and
 - (b) accompanied by:
 - (i) evidence acceptable to the Executive Director of:
 - (aa) the identity of the applicant;
 - (ba) the age of the applicant; and
 - (ca) employment of the applicant in the Namibia Air Force;
 - (ii) an appropriate valid medical certificate issued in terms of Part 67;
 - (iii) a copy of a summary of the logbook of the applicant;
 - (iv) evidence acceptable to the Executive Director that the applicant has passed the theoretical knowledge examination, or part of the examination, as the case may be;
 - (v) the skill test report set out in Document NAM-CATS-FCL 61;
 - (vi) two recent passport size photographs of the applicant; and
 - (vii) the appropriate fee as prescribed in Part 187.

(5) The Executive Director must credit the experience gained by an applicant referred to in subregulation (1) towards the issuing of a pilot licence and rating in accordance with Document NAM-CATS-FCL 61.

Conversion of foreign pilot licences

61.01.12 (1) This regulation applies to holders of a foreign pilot licence who is a Namibian permanent residence holder or a Namibian citizen and who wish to apply for a licence conversion to a Namibian equivalent pilot licence.

(2) The holder of a foreign pilot licence and rating issued by an appropriate authority may apply to the Executive Director for a conversion of the licence and its associated rating and the Executive Director may, subject to the provisions of the Act, applicable regulations and technical standards convert the licence and rating in a form determined by the Executive Director.

(3) A Namibian pilot licence issued wholly or in part on the basis of a foreign licence must indicate the appropriate authority that issued the licence upon which the conversion is based.

(4) The holder of a validation issued in terms of regulation 61.01.10, may apply for a conversion of his or her licence, without having to meet the theoretical knowledge examinations: Provided that:

- (a) the validation has been held for an uninterrupted period of three years or more; and
- (b) the holder has acquired not less than 750 hours flight time in Namibian airspace.

(5) If issuing a Namibian pilot licence or rating on the basis of a conversion the Executive Director must, in determining whether any foreign examination credits should be applied, take into account any foreign licences or ratings held by the applicant.

(6) An application for the issuing of a Namibian pilot licence or any rating on the basis of the conversion of a foreign pilot licence or rating, must:

- (a) be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61; and
- (b) be accompanied by:
 - (i) a copy of the foreign pilot licence and rating to which the conversion pertains;
 - (ii) a valid Namibian Medical Certificate, as applicable;
 - (iii) a letter of motivation for conversion of the licence;
 - (iv) an up-to-date curriculum vitae;
 - (v) a certified copy of the pages of his or her logbook containing:
 - (aa) the last 12 months' summary;
 - (ba) endorsements of all class or type ratings; and
 - (ca) endorsements of the last revalidation of his or her licence, class or type and instrument flight ratings;
 - (vi) two recent passport size photographs of the applicant; and
 - (vii) the appropriate fee as prescribed in Part 187.

(7) All applicants for the conversion of a foreign pilot licence must pass the following Namibian theoretical examinations:

- (a) Private Pilot Licence (PPL/VFR):
 - (i) Air law;
 - (ii) Meteorology; and
 - (iii) Flight Performance and Planning;

- (b) Private Pilot Licence with Instrument Rating:
 - (i) Air law;
 - (ii) Meteorology; and
 - (iii) Flight Performance and Planning;
- (c) Commercial Pilot Licence (CPL/VFR):
 - (i) Air law;
 - (ii) Meteorology; and
 - (iii) Flight Performance and Planning;
- (d) Commercial Pilot Licence with Instrument Rating (CPL/IR):
 - (i) Air law;
 - (ii) Meteorology; and
 - (iii) Flight Performance and Planning;
- (e) Airline Transport Pilot Licence:
 - (i) Air law at CPL level;
 - (ii) Meteorology; and
 - (iii) Flight Performance and Planning.

(8) An applicant for the conversion of a foreign pilot licence is required to attend training at an approved ATO, and receive tuition on the recommendation of the Chief Flying Instructor (CFI) with respect to differences in Namibian airspaces, flight performance and planning and typical Namibian weather patterns.

(9) The Chief Flying Instructor must issue a letter of recommendation that the applicant for a conversion of a foreign pilot licence be allowed to do the required examinations.

(10) An applicant for the conversion of a foreign pilot licence must undergo a skills test conducted by a Designated Flight Examiner as follows:

- (a) Private Pilot Licence (PPL/VFR) – skills test for an initial issue;
- (b) Private Pilot Licence with Instrument Rating (PPL/IR) – skills test for revalidation of an Instrument Rating;
- (c) Commercial Pilot Licence (CPL/VFR) – skills test for an initial issue;
- (d) Commercial Pilot Licence with Instrument Rating (CPL/IR) – skills test for revalidation of an Instrument Rating; and
- (e) Airline Transport Pilot Licence–skills test for revalidation of an Instrument Rating.

(11) A foreign flight instructor rating may be converted after the conversion of the CPL/IR or ATPL.

(12) The requirements for the validity, privileges and limitations of any Namibian pilot licence and ratings issued on the basis of a foreign licence are those prescribed in this Part for the validity, privileges and limitations of the equivalent Namibian licence or rating.

(13) Despite the provisions of subregulation (7), the Executive Director may in terms of the Regulations and technical standards require the applicant to do additional examinations, if the standard of the foreign licence on which the conversion is based, is not equivalent to the standards in the Regulations.

Medical requirements and fitness

61.01.13 (1) An applicant for a pilot licence must obtain and submit to the Authority an appropriate medical certificate issued in terms of Part 67 of the Regulations.

(2) The holder of a pilot licence issued in terms of this Part may not exercise the privileges of that licence:

- (a) after becoming aware of having a medical condition with the potential to make him or her unable to meet the medical standards for his or her medical certificate or to safely exercise the privileges of the licence until he or she has been assessed medically fit again by an aviation medical examiner designated in terms of Part 67; or
- (b) if he or she is unable to act as a flight crew member of an aircraft because of the circumstances prescribed in subregulation (1) and (2) of regulation 91.02.3 of Part 91.

(3) Without prejudice to the powers of the Executive Director under the Act, if an authorised officer, inspector or authorised person has reasonable grounds to suspect that a holder of a pilot licence has contravened the provisions of Part 91 pertaining to crew member responsibilities, the authorised officer, inspector or authorised person may require the licence holder to undergo appropriate medical tests and to provide a copy of the report on testing to the authorised officer, inspector or authorised person within 24 hours of the report becoming available.

(4) If the licence holder refuses to submit to the test referred to in subregulation (3), or refuse to provide a copy of the report on testing in accordance with the requirements of subregulation (3) the Executive Director may suspend or revoke the licence in terms of the Act.

(5) The holder of a pilot licence issued in terms of this Part must carry the medical certificate, referred to in subregulation (1), at all times when exercising the privileges of such licence, and must produce such certificate upon request by the Executive Director, an authorised officer, inspector or authorised person.

Language

61.01.14 (1) With the exception of a Student Pilot Licence, a person may not be issued with a pilot licence under this Part unless he or she has demonstrated the appropriate English Language Proficiency set out in Document NAM-CATS-FCL-61 English Language Proficiency.

(2) The holder of a pilot licence issued under this Part must have sufficient ability in reading, speaking and understanding the English language to satisfy the Executive Director that the holder will not be impaired or impeded in the due performance of his or her responsibilities as a pilot by reason of insufficient English language proficiency.

Logging of flight time

61.01.15 (1) The holder of a pilot licence must maintain in a pilot logbook a record of all his or her flight time, instrument time, FSTD time and instruction time.

(2) The holder of a pilot licence may make use of electronic logbooks: provided that the electronic data is printed on paper at least every 90 days, and is certified by the holder to contain a true record of the hours flown and the printed pages filed sequentially in a binder available for inspection on request by the Executive Director, an authorised officer, an inspector or an authorised person.

(3) The form of, and information to be contained in, a logbook referred to in subregulation (1) and the manner in which such logbook must be maintained, must be as set out in Document NAM-CATS-FCL 61.

(4) Entries in pilot logbooks must be made within the following periods after the completion of the flight to be recorded:

- (a) in the case of flights not for hire and reward (Part 91 operations), flight training, and domestic commercial air transport operations, within seven (7) days after the completion of the flight to be recorded;
- (b) in the case of international commercial air transport operations, within 14 days after the completion of the flight to be recorded,

and if a pilot is engaged in flight operations away from the base where the pilot logbook is normally kept, the periods specified in paragraphs (a) and (b) may be extended to 48 hours after return to base.

(5) All pilots must retain their pilot logbooks for at least 60 months calculated from the date they no longer hold a valid pilot licence.

(6) If the holder of a pilot licence carries out a number of flights upon the same day and the interval between successive flights does not exceed 180 minutes, such series of flights may be recorded as a single entry: Provided that in the case of a cross-country flight the route and intermediate stops must be recorded.

(7) The holder of a pilot licence must immediately make his or her logbook available for inspection upon request by the Executive Director, an authorised officer, inspector or authorised person and must submit a summary once annually together with this medical certificate.

(8) The holder of a valid pilot licence must log as pilot-in-command time only that flight time during which he or she is:

- (a) the designated pilot-in-command of the aircraft or if he or she as the designated pilot-in-command provides command supervision to another pilot in terms of paragraph (b);
- (b) the pilot-in-command-under-supervision (PICUS): Provided that there is no intervention by the supervising pilot-in-command and "PICUS" is indicated in the remarks column with the entry certified by the supervising pilot-in-command, and PICUS may, irrespective of the licence which he or she holds, be flown from either the left hand or the right hand seat: Provided that the pilot is appropriately rated and the aircraft is either certificated for multi-pilot (MP) operations or required to be operated by two pilots in terms of Parts 91, 94, 96, 121, 127, 135 or 138;

- (c) carrying out a student solo flight and is the sole occupant of the aircraft, except in the case of an airship requiring an additional crew member, and “SOLO” is indicated in the remarks column of the logbook; or
 - (d) giving flight instruction while occupying a pilot seat with access to the controls: Provided that the time must also be logged as instructor time.
- (9) An in-flight-relief pilot occupying a pilot seat of an aircraft requiring more than one pilot may log the flight time as co-pilot time while occupying the seat as co-pilot: Provided that he or she writes “Third Pilot” in the remarks column of the logbook.
- (10) A pilot acting as safety pilot in terms of regulation 91.07.32 in Part 91 of the Regulations occupying a pilot seat, with an appropriate valid category, class or type rating, may log the flight as co-pilot.
- (11) The flight time acquired in terms of subregulation (10) may not be credited towards the experience requirements for a higher grade pilot licence or a rating, and remarks column of the logbook must be marked “SAFETY PILOT”.
- (12) Flight time during which the holder of a pilot licence is receiving dual instruction must be logged as dual flight time, and must include a record of the air exercises undertaken.
- (13) The flight crew controlling an aircraft under actual or simulated instrument meteorological conditions solely by reference to instruments and without external reference points must log that time as instrument flight time.
- (14) An instructor conducting instrument flight training or an examiner conducting a skill or proficiency instrument test must log as instrument flight time all flight time in actual (not simulated) instrument meteorological conditions.
- (15) A flight examiner, when acting as an examiner must log flight time as follows:
- (a) when occupying a pilot seat, the flight time may be logged as pilot-in-command time;
 - (b) if a flight examiner administers a skills test or proficiency check from a seat, other than a pilot seat, he or she may log the flight time as co-pilot time: Provided that he or she holds the appropriate valid rating for the particular aircraft, but may not log the time as flight instructor time;
 - (c) flight time accumulated as a Designated Flight Examiner must be marked in the remarks column of the pilot’s logbook as Designated Flight Examiner (DFE) time; and
 - (d) flight time accumulated as Oversight Flight Examiner (OFE) or Authorised Officer (AO) must be marked in the remarks column of the pilot’s logbook as OFE or AO.
- (16) Flight simulation time must be logged in as follows:
- (a) all time accumulated during training on FSTD approved for instrument flight training must be logged as instrument time and flight simulation time and must be certified by the instructor in the pilot’s logbook; and

- (b) instructors and examiners must keep a record of all instruction and examiner time carried out on an approved FSTD and log the time as FSTD time: Provided that they are rated on the simulated aircraft type and are holders of an instructor authorisation issued in terms of this Part.
- (17) Flight instruction time must be logged in as follows:
 - (a) instructors may only log time as instructional time if they are providing the instruction for the issuance or renewal of licences, ratings or authorisations in terms of this Part, except that en-route training conducted in terms of Parts 121, 127 and 135 may not be logged as instructional time; and
 - (b) if the instructor occupies a pilot seat during instruction, instructors may also log the time as PI or co-pilot time, whichever is applicable.

Curtailment of privileges of pilot licence holders 60 years of age or older

61.01.16 (1) The holder of a pilot licence who has attained the age of 60 years may not act as a pilot of an aircraft engaged in an international flight for commercial purposes except as a member of a multi-crew in which case he or she may act as a pilot of an international flight for such purposes until he or she attains the age of 65 years.

(2) The holder of a pilot licence who has attained the age of 65 years may not act as a pilot of an aircraft engaged in an international flight for commercial purposes, unless the appropriate authority has given permission for the pilot to be a flight crew member of commercial air transport operations within that country despite his or her age.

(3) The holder of a pilot licence may act as a pilot of an aircraft engaged in commercial air transport operations within Namibia for as long as he or she meets the medical fitness standard required for the licence which he or she holds.

Requirements for skill tests

61.01.17 (1) An applicant for a skill test prescribed in this Part must:

- (a) have passed the appropriate theoretical knowledge examination, if a theoretical knowledge examination is required;
- (b) present the result of the theoretical knowledge examination to the examiner prior to the skill test, if applicable;
- (c) have successfully completed the appropriate training; and
- (d) have acquired the appropriate experience.

(2) An applicant for a skills test prescribed in this Part must have a recommendation, signed by authorised personnel within the approved ATO who certifies that the candidate:

- (a) has received and logged training time within 60 days preceding the date of the skills test;
- (b) is prepared for the skills test; and
- (c) has demonstrated satisfactory knowledge of the subject in which the candidate was deficient in the theoretical knowledge examination.

(3) A flight instructor or designated examiner or type rating instructor, may be, must, prior to conducting the skill test concerned, ensure that the candidate:

- (a) complies with the provisions of subregulation (1); and
- (b) has an endorsement in his or her logbook as contemplated in subregulation (2).

(4) Any skills test, proficiency check or other test or check as required by this Part, may be conducted in an approved FSTD.

Change of name or address

61.01.18 (1) If a pilot licence and rating issued in terms of this Part:

- (a) does not correctly reflect the name or address of the holder of the licence; or
- (b) contains a photograph which is no longer a recognisable image of the holder of the licence,

such holder must, within 30 days from the day on which such name or address was changed, or from the day of the first determination that such photograph had become an unrecognisable image, apply to the Executive Director for the issuing of a replacement licence and rating document.

(2) An application for the issuing of a replacement licence and rating document must be:

- (a) made in the appropriate form set out in Document NAM-CATS-FCL 61; and
- (b) accompanied by:
 - (i) the original licence and rating;
 - (ii) in the case of a change of name, a copy of a certificate issued in terms of the Aliens Act, 1937 (Act No. 1 of 1937), the Births, Marriages and Death Registration Act, 1963 (Act No. 81 of 1963), a court order or any other legal document which verifies the change of name;
 - (iii) one recent passport size photograph of the applicant; and
 - (iv) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must:

- (a) issue a replacement licence and rating document if the applicant complies with the requirements referred to in subregulation (2); and
- (b) cancel and destroy the original licence and rating document.

(4) Upon the issuing of a new licence the holder of the licence must immediately affix his or her usual signature in ink in the space on the new licence provided for such purpose.

Duplicate pilot licence or rating

61.01.19 (1) The holder of a pilot licence and rating which has been lost destroyed or defaced to such an extent that the particulars on it are illegible must apply to the Executive Director for the issuing of a duplicate licence and rating.

- (2) An application for the issuing of a duplicate licence and rating must be:
 - (a) made in the appropriate form set out in Document NAM-CATS-FCL 61; and
 - (b) accompanied by:
 - (i) an appropriate valid medical certificate issued in terms of Part 67;
 - (ii) two recent passport size photographs of the applicant; and
 - (iii) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must:
 - (a) issue a duplicate licence and rating if the applicant complies with the requirements referred to in subregulation (2); and
 - (b) endorse the duplicate licence and rating with the word “DUPLICATE” on the licence.
- (4) Upon the issuing of a duplicate licence the holder of the licence must immediately affix his or her signature in ink in the space on the duplicate licence provided for such purpose.
- (5) If, after the issuing of a duplicate licence and rating, the original licence and rating is found the holder of the duplicate licence and rating must take all reasonable steps to obtain such original licence and rating and surrender it immediately to the Executive Director.

Crediting of flight time and theoretical knowledge

- 61.01.20** (1) The Executive Director may only accept, for crediting purposes, flight time entered in a pilot logbook that has been lost or destroyed, where such flight time can be substantiated by a means acceptable to the Executive Director.
- (2) A person acting as pilot of an aircraft while not complying with any requirement of this Part applicable to that person may not credit that flight time for any purpose.
 - (3) A student pilot may be credited in full with all solo and dual instruction time towards the total flight time requirement for the initial issue of a pilot licence.
 - (4) A student attending the integrated training referred to in regulation 61.01.25 may be credited with pilot-in-command instrument time when flying under supervision: Provided that the entries have been certified by the instructor in the remarks column of the pilot’s logbook.
 - (5) From the flight time referred to in subregulation (4), a maximum of 50 hours may be credited towards the pilot-in-command time required for the issue of a Commercial Transport Pilot Licence or Airline Transport Pilot Licence (Aeroplane, Helicopter or Powered-Lift categories, as applicable).
 - (6) The holder of a valid Private Pilot Licence may be credited in full with all solo, dual instruction time and pilot-in-command flight time towards the total flight time experience required for the issue of a rating or the Commercial Pilot Licence in the same aircraft category.
 - (7) The holder of a Commercial Pilot Licence may be credited with the total flight time during which he or she acted as the designated pilot-in-command towards the total pilot-in-command flight time experience required for a rating or the Airline Transport Pilot Licence in the same aircraft category.

- (8) The holder of a private pilot or commercial pilot licence with the appropriate rating may be credited:
- (a) in full with the flight time towards the total flight time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot; and
 - (b) with not more than 50 per cent of the co-pilot flight time towards the total time required for a higher grade pilot licence when acting as co-pilot at a pilot station of an aircraft certified for operation by a single pilot but required by Parts 121, 127 or 135 to be operated with a co-pilot.
- (9) The holder of a Commercial Pilot Licence who has completed a multi crew co-operation course (MCC), when acting as co-pilot performing under the supervision of the pilot-in-command the functions and duties of a pilot-in-command, may be credited to a maximum of 500 hours with such flight time towards the pilot-in-command flight time experience required for the Airline Transport Pilot Licence in the same aircraft category: Provided that the supervision is in accordance with a programme approved by the Executive Director and such pilot-in-command time under supervision (PICUS) has been countersigned by the pilot-in-command.
- (10) An airline transport pilot may be credited with the total flight time during which he or she acted as pilot-in-command or co-pilot of an aircraft normally required to be operated with a co-pilot, if such pilot is the holder of an appropriate valid type rating.
- (11) The holder of an aeroplane or helicopter licence may be credited with the acquired flight time in one category to a maximum of 50 per cent of the flight time required for the other category.
- (12) The holder of a recreational pilot licence or PPL in any other category, who wishes to obtain a Private Pilot licence (aeroplane, powered lift or helicopter), must comply with the requirements as referred to in subregulation 61.03.1 and technical standard 61.03.1 of Document NAM-CATS-FCL 61.
- (13) The holder of an aeroplane, powered lift or helicopter pilot licence, or an equivalent pilot licence in the weight-shift controlled microlight aeroplane, gyroplane or glider category who wishes to obtain a Private Pilot Licence (Aeroplane), or PPL (Powered-lift) or PPL (Helicopter) may be credited with up to a maximum of 10 hours.
- (14) The additional 35 hours required for the purpose of qualifying for a PPL(A) mentioned in subregulation (13), must be addressed in a Private Pilot Licence training course that includes:
- (a) a minimum of 20 hours dual instruction in the aircraft category for which the licence is sought; and
 - (b) a minimum of 15 hours solo flying time, which must include five hours cross country flying time and one triangular cross-country flight of at least 150 NM, on which at least one point must not be less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.
- (15) The holder of a recreational pilot licence endorsed with the conventional microlight aeroplane category who wishes to obtain a Private Pilot Licence (Aeroplane) may be credited with up to a maximum of 25 hours.

(16) The additional 20 hours required for the purpose of subregulation (15) must be addressed in a Private Pilot Licence training course that includes:

- (a) a minimum of 10 hours dual instruction in an aeroplane; and
- (b) a minimum of 10 hours solo flying time, which must include five hours cross country flying time and one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.

(17) The holder of a recreational pilot licence endorsed with the light sport aeroplane category who wishes to obtain a Private Pilot Licence (Aeroplane) may be credited with up to a maximum of 30 hours.

(18) The additional 15 hours required for the purpose of obtaining a Private Pilot Licence must be addressed in a Private Pilot Licence training course that includes -

- (a) a minimum of 10 hours dual instruction in an aeroplane, which must include five hours instrument instruction time; and
- (a) a minimum of five hours solo flying time, which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base, including full-stop landings at two different aerodromes away from base: Provided that, at least one of the aerodromes from which the aircraft takes off for this flight must be an aerodrome at which an air traffic services unit is in operation and for which a flight plan must be submitted.

(19) The holder of a recreational pilot licence endorsed with a category of conventional microlight aeroplanes or light sport aeroplanes is entitled to be credited with not more than 25 hours flight time acquired towards the total flight time experience prescribed for the issuing of a Glider Pilot Licence.

(20) A graduate of an approved airline transport pilot integrated training course, is entitled to be credited with not more than 50 hours of student pilot-in-command instrument time towards the pilot-in-command time required for the issuing of the airline transport pilot licence and a multi-engine type rating.

(21) A graduate of an approved commercial pilot licence (Instrument Rating) integrated training course is entitled to be credited with not more than 20 hours of student pilot-in-command instrument time towards the pilot-in-command time required for the issuing of the commercial pilot licence and a multi-engine type rating.

(22) A pilot manipulating the flight controls of an aircraft under actual or simulated instrument flight conditions solely by reference to instruments and without external reference points, may be credited with the instrument flight time thus acquired toward the total instrument flight time experience required for a higher grade pilot licence, an Instrument Rating and for keeping an Instrument Rating current.

(23) Dual instruction time must be counted in full towards the total flight time required for a higher grade pilot licence.

(24) Time acquired as a pilot on a FSTD approved for the purpose, while under the supervision of an appropriately qualified instructor, may be credited towards:

- (a) required flight time experience for the issue of a pilot licence or rating, but only to the extent specified in each case in the Regulations;
- (b) the instrument flight time experience required in terms of this Part and of Parts 91, 121, 127 or 135 for keeping the Instrument Rating current; and
- (c) the revalidation of the Instrument Rating.

(25) A pilot-in command, when supervising a pilot manipulating the flight controls of an aircraft under actual (but not simulated) instrument flight conditions, may be credited with the instrument flight time thus acquired towards the total instrument flight experience required as recent experience to maintain the currency of his or her Instrument Rating.

(26) A flight examiner may be credited time towards the experience requirements for a rating or higher pilot licence, all the flight time accrued while carrying out skill testing or proficiency checking and logged in terms of regulation 61.01.15, such as:

- (a) pilot-in-command time if the examiner who holds the appropriate valid class rating or, where applicable, a type rating for the particular aircraft regardless of whether the examiner was the designated pilot-in-command or not;
- (b) flight instructor time, if the examiner holds the appropriate valid flight instructor rating; or
- (c) instrument flight time for the time the flight was conducted under instrument meteorological conditions, if the examiner holds a valid Instrument Rating.

(27) The provisions of subregulation (22) apply only when the flight examiner was occupying a pilot seat.

(28) For the purposes of calculating flight and duty times, as prescribed by Parts 91, 121, 127 and 135, any flight time accrued as flight examiner is deemed 'other flying', whether the examiner occupied a prescribed pilot seat or not.

(29) A flight instructor may be credited with all instruction time acquired while giving flight instruction for the purpose of ab-initio flight training, advanced training for a higher licence, instrument training, instructor training, differences or familiarisation training, or safety training, as defined in Part 141, and training for ratings towards a higher grade flight instructor rating or the revalidation of the existing rating in that category and class of aircraft.

(30) Instruction time acquired in line flying under supervision may only be recognised and logged as such if the Part 121, Part 127 or Part 135 operator has a flight and duty scheme approved by the Authority for line flying under supervision.

(31) For the purpose of subregulation (30) a flight instructor may be credited with not more than three hours instruction time per sector so acquired towards a higher-grade flight instructor rating except in the cases of a flight exceeding nine hours, of which a maximum of one third of that flight time must be recognised.

(32) A flight instructor may be credited with:

- (a) 25 per cent of the instruction time acquired as a FSTD instructor towards the revalidation of a flight instructor rating and towards a higher grade instructor rating. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 500 hours in the case of an upgrade to a Grade I flight instructor; and
- (b) 100 per cent of the instruction time acquired in an approved FSTD that is a full size replica of a specific type or make, model and series of aeroplane or helicopter flight deck and provided that the instructor is rated on the simulated aircraft type. Instruction time so credited may not exceed 100 hours in the case of an upgrade to Grade II flight instructor, or 1 000 hours in the case of an upgrade to a Grade I flight instructor.

(33) The holder of a FSTD authorisation issued in terms of this Part may be credited for all the instruction time given on an approved FSTD towards the maintenance of competency prescribed for such authorisation.

(34) A Namibia Air Force pilot or a Namibia Air Force navigator may request the Executive Director, in writing, to be fully or partially credited for theoretical knowledge requirements as set out in Document NAM-CATS FCL 61.01.11 for individual licences or ratings issued in terms of Part 61.

(35) In the case of Namibia Air Force pilots, flight time must be credited in full towards the issue of a Namibian civilian pilot licence and ratings specified in this Part set out in Document NAM-CATS-FCL 61.

(36) In the case of foreign military-trained pilots who can produce evidence satisfactory to the Executive Director of flying hours logged, the Executive Director must credit such flying in full towards the issue of a Namibian civilian pilot licence and ratings.

Designation of pilots for purposes of training and tests

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

Designation of examiners for purposes of skills tests or proficiency checks

61.01.22 (1) The Executive Director may designate an examiner to conduct any of the skills tests or proficiency checks required for the issuing or re-issuing of pilot licences in terms of Subpart 32.

(2) The Executive Director must sign and issue to each designated examiner a document which must state the full name of such examiner and contain a statement that:

- (a) such examiner has been designated in terms of subregulation (1); and
- (b) such examiner is empowered to exercise the privileges of the designation.

Documents

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

Register of licences

61.01.24 (1) The Executive Director must maintain and keep safe in the Civil Aviation Registry established pursuant to section 52 of the Act a register of all pilot licences issued, re-issued or validated, and ratings issued, re-issued or validated, in terms of this Part.

(2) The register referred to in subregulation (1) must contain the following particulars, which must be recorded immediately upon issuing the licence or rating or validation:

- (a) the full name of the holder of the licence;
- (b) the postal and residential address of the holder of the licence;
- (c) the telephone and, where applicable, e-mail address of the holder of the licence;
- (d) the date on which the licence was issued or validated;
- (e) the number of the licence issued or validated;
- (f) particulars of the ratings held by the holder of the licence;
- (g) the nationality of the holder of the licence; and
- (h) the date on which the licence or any rating is cancelled, if applicable.

(3) The Executive Director must record or ensure the recording of particulars referred to in subregulation (2) in the register within seven days from the date on which the licence was issued, re-issued or validated, or rating was issued, re-issued or validated or suspended or revoked, by the Executive Director.

(4) A licence holder must notify the Executive Director within 14 days of any change of the particulars referred to in subregulation (2).

(5) The Executive Director must provide access to the particulars referred to in subregulation (2) in accordance with the provisions of section 52 of the Act.

Training for the issuing of a licence, rating or validation

61.01.25 (1) Training as required for the purpose of acquiring a licence, rating or validation as required by this Part, may only be provided by:

- (a) a Namibian ATO approved by the Executive Director in terms of the Regulations and technical standards; or
- (b) a foreign ATO approved or accepted by the Executive Director under the provisions set out in Document NAM-CATS-FCL 141.

(2) For training towards the issue of a pilot licence to be recognised as integrated training, such training must be conducted in accordance with an approved training course, meeting the conditions, requirements, rules, procedures and standards as set out in an Appendix to Document NAM-CATS-FCL 61 – CPL/IR(A)/ATPL(A) Integrated Course.

Duties of pilots

61.01.26 A pilot must:

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

Endorsements and record keeping

61.01.27 (1) An applicant for a licence rating must have the applicable rating endorsed in his or her pilot logbook as set out in Document NAM-CATS-FCL 61.

(2) The endorsement referred to in subregulation (1) must include, but is not limited to, the following details:

- (a) date of the skills test;
- (b) aircraft registration and type;
- (c) name and licence number of examiner; and
- (d) name of the Aviation Training Organisation.

(3) The flight instructor or designated flight examiner conducting a skills test or revalidation check must stamp, sign and date each page of the applicable form before forwarding it to the Executive Director for processing and record keeping.

(4) The stamp referred to in subregulation (3) must include the following details:

- (a) initials and surname of flight instructor or examiner;
- (b) the flight instructor's or the Designated Flight Examiner's pilot licence number; and
- (c) the designation applicable to the flight instructor or examiner, such as Grade II Instructor or FE(A).

Payment of currency fee

61.01.28 (1) The holder of a pilot licence must pay the annual currency fee as prescribed in Part 187 on the anniversary date of the licence.

(2) The payment of the annual currency fee must, where applicable, be accompanied by the annual summary as prescribed by regulation 61.01.6(5) and the medical certificate as prescribed by regulation 61.01.13.

SUBPART 2 STUDENT PILOT LICENCE

Requirements for Student Pilot Licence

61.02.1 (1) An applicant for the issue of a Student Pilot Licence must:

- (a) be 16 years of age or older;
- (b) hold a valid Class 1 or Class 2 medical certificate issued in terms of Part 67, which certificate must be issued prior to the first solo flight; and
- (c) receive flight training at an approved ATO.

(2) The training referred to in subregulation (1)(c) and set out in Document NAM-CATS-FCL 61 must be completed prior to the first solo flight and must be to the level of knowledge, understanding and skill required in order to ensure that the privileges would not permit student pilots to constitute a hazard to aviation.

(3) The training referred to in subregulation (1)(c) must be certified by the holder of at least a Grade II Flight Instructor Rating on the application form referred to in subregulation 61.02.2.

(4) The certification referred to in subregulation (3), for theoretical training required and competency in terms of radio proficiency may be signed by the holder Grade II Flight Instructor Rating referred to in that subregulation.

Application for Student Pilot Licence

61.02.2 An application for a Student Pilot Licence must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 and must be accompanied by:

- (a) an original or certified proof of the identity of the applicant;
- (b) proof of the age of the applicant;
- (c) a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (d) the type of the aircraft on which training will be conducted: Provided that in the case of helicopters training is limited to two helicopters;
- (e) two recent passport-size photographs of the applicant; and
- (f) the appropriate fee as prescribed in Part 187.

Issuing of Student Pilot Licence

61.02.3 (1) The Executive Director must issue a Student Pilot Licence in the appropriate form determined by the Executive Director, if the applicant complies with the requirements referred to in regulation 61.02.2.

(2) Upon the issuing of a Student Pilot Licence the holder of the licence must immediately affix his or her signature in ink in the space on the licence provided for such purpose.

Certificate of competency

61.02.4 (1) If the holder of a Student Pilot Licence, at the time of qualifying for the first solo flight does not hold a restricted radiotelephony operator's certificate, he or she may nevertheless exercise the privileges of the licence: Provided that he or she is the holder of a certificate of competency issued by a flight instructor, which certifies that:

- (a) the applicant has undergone basic training in the use of the radio apparatus installed in the aircraft in which he or she is being trained; and
- (b) the applicant is considered capable of operating such radio apparatus satisfactorily to undertake solo flights:
 - (i) within the circuit area of the aerodrome where the training flights originate and terminate;
 - (ii) within the associated general flying area of such aerodrome;
 - (iii) on cross-country flights; and
 - (iv) with the exception of the control zone or aerodrome traffic zone of the aerodrome referred to in subparagraph (i), outside controlled airspace.

(2) The certificate of competency referred to in subregulation (1) is valid for a period of three months calculated from the date on which such certificate was issued.

Period of validity

61.02.5 A Student Pilot Licence is valid, for the period for which the medical certificate held by the holder of the licence is valid, unless the licence is suspended or revoked in terms of the Act.

Privileges and limitations of Student Pilot Licence

61.02.6 (1) A holder of a valid Student Pilot Licence may not exercise the privileges of the licence unless he or she:

- (a) is in the possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67; and
- (b) has submitted a copy of the medical certificate to the Authority as required in regulation 61.01.13.

(2) A holder of a valid Student Pilot Licence may for the purpose of training for the applicable pilot licence only fly solo, once he or she has attained the age of 16:

- (a) in the type of aircraft in which he or she is undergoing training as endorsed in his or her logbook, as set out in Document NAM-CATS-FCL-61;
- (b) after a prior written authorisation for a flight, or a sequence of flights, as determined in the relevant curriculum and all such flights are under the supervision of a holder of an appropriate and valid flight instructor rating, or a person appointed by the Chief Flying Instructor: Provided that the appointed person is a holder of at least a Private Pilot Licence;
- (c) without carrying any passengers;

- (d) on a flight other than an international flight; and
- (e) in VMC by day.

(3) Despite paragraph (e) of subregulation (2), a holder of a Student Pilot Licence who is undergoing integrated training referred to in regulation 61.01.25 may exercise the privileges of his or her Student Pilot Licence also:

- (a) in VMC by night, if he or she is a holder of a valid Night Rating; and
- (b) under IFR, if he or she is the holder of a valid Instrument Rating.

(4) Except in an emergency, a holder of a Student Pilot Licence may not land or take-off in an aeroplane from an area other than an aerodrome.

(5) If a holder of a Student Pilot Licence has executed an emergency landing with an aeroplane, in an area other than an aerodrome, only the holder of a Commercial Pilot Licence or an Airline Transport Pilot Licence, or another pilot approved for the purpose in writing by the Executive Director may fly the aircraft out of that area.

Discontinuing of flight training

61.02.7 (1) The Executive Director may permanently discontinue the flight training of any student pilot due to safety concerns.

(2) The procedure for making a recommendation to the Executive Director for the discontinuance of flight training is set out in Document NAM-CATS-FCL 61.

Ratings for special purposes for a Student Pilot Licence

61.02.8 (1) A student pilot, undergoing integrated training in terms of regulation 61.01.25 may undergo training for, and apply for, a Night Rating and an Instrument Rating.

(2) An application for a Night Rating or an Instrument Rating must be made in accordance with Subparts 18 or 24.

Re-issue of Student Pilot Licence

61.02.9 (1) The holder of a Student Pilot Licence which has expired due to the lapse of the period referred to in regulation 61.02.5 may apply to the Executive Director for the re-issuing of the licence.

(2) The Executive Director must re-issue a Student Pilot Licence if the holder of the expired licence complies with the requirements referred to in regulation 61.02.1.

(3) The provisions of regulation 61.02.1 apply to an application referred to in subregulation (1).

SUBPART 3 PRIVATE PILOT LICENCE (AEROPLANE)

Requirements for Private Pilot Licence (Aeroplane)

61.03.1 (1) An applicant for the issue of a Private Pilot Licence (Aeroplane) must:

- (a) be 17 years of age or older;
 - (b) hold a valid Class 1 or 2 medical certificate issued in terms of Part 67;
 - (c) hold a valid restricted radiotelephony operator's Licence;
 - (d) show satisfactory evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a pilot licence (aeroplane) issued by an appropriate authority;
 - (ii) a Namibian air force pilot qualification (aeroplane); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
 - (e) holds an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
 - (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
 - (g) have successfully passed the theoretical knowledge examination as prescribed in this Part and set out in Document NAM-CATS-FCL 61; and
 - (h) have undergone the skills test referred to in regulation 61.03.4.
- (2) The applicant for a Private Pilot Licence (Aeroplane) must have completed not less than 40 hours of flight time with an approved ATO as a pilot of an aeroplane, of which:
- (a) at least 25 hours are dual instruction in aeroplanes, which must include five hours instrument instruction time;
 - (b) at least 10 hours are accumulated in solo flight, of which at least 5 hours are cross-country flight time, which must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base; and
 - (c) a maximum of five hours dual instruction time may be accumulated in an approved FSTD.
- (3) Namibian Air Force pilots applying for Private Pilot License (Aeroplane) may apply for equivalency crediting for some or all of requirements referred to in regulation 61.01.11.
- (4) Despite subregulation (2), the experience required for the holder of a Glider Pilot Licence or Gyroplane Pilot Licence or of a Recreational Pilot Licence endorsed with the category micro light aeroplane, may be substituted by the experience obtained to the maximum set out in regulation 61.01.20.

Application for, and issue of, a Private Pilot Licence (Aeroplane)

61.03.2 (1) An application for a Private Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days after the date of practical skills test referred to in regulation 61.03.4.

- (2) The application referred to in subregulation (1) must be accompanied by:
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) and (e) of regulation 61.03.1(1);
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of regulation 61.03.1(1);
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Private Pilot Licence (Aeroplane), if he or she is satisfied:
- (a) that the applicant complies with the requirements referred to in regulation 61.03.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
 - (c) complies with the applicable requirements of section 68 of the Act.
- (4) A Private Pilot Licence (Aeroplane) must be issued in the form determined by the Executive Director.
- (5) The holder of a Private Pilot Licence (Aeroplane) must, upon receipt of the Private Pilot Licence (Aeroplane), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.03.3 An applicant for the issue of a Private Pilot Licence (Aeroplane) must:

- (a) have passed the appropriate written examination referred to in regulation 61.03.1(g) within a period of 24 months; and
- (b) have passed the last theoretical knowledge examination within 12 months preceding the skills test for a Private Pilot Licence (Aeroplane).

Skills test

61.03.4 (1) The applicant for a Private Pilot Licence (Aeroplane) must undergo skills test within 90 days immediately preceding the date of application.

(2) An applicant for the issue of a Private Pilot Licence (Aeroplane) must demonstrate the required skills to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence (Aeroplane), to:

- (a) a Chief Flying Instructor (Aeroplane) of an approved ATO, with an examiner designation; or
- (b) a Grade I or II Flight Instructor (Aeroplane) appointed in terms of document NAM-CATS-FCL 61 by the chief flying instructor of the approved ATO, with an examiner designation.

(3) The holder of a Private Pilot Licence (Aeroplane) must have flown a minimum of 3 hours as pilot-in-command of aeroplanes in the 6 months preceding the relevant skills test.

(4) The skills test referred to in this regulation must be conducted in an aeroplane with a maximum certificated mass of more than 450 kg.

Period of validity of Private Pilot Licence (Aeroplane)

61.03.5 A Private Pilot Licence (Aeroplane) is valid subject to the following conditions:

- (a) the licence is accompanied by a valid medical certificate as prescribed in regulation 61.03.01;
- (b) the holder complies with the maintenance of competency in terms of regulation 61.03.8 annually;
- (c) the holder pays the currency fee referred to in regulation 61.01.28 and certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Privileges of Private Pilot Licence (Aeroplane)

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

(2) The holder of a Private Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority, as required in regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.03.8; and
- (d) complies with the requirement of section 68(4) of the Act.

(3) The holder of a valid Private Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot, as specified in subregulation (6)(c), of any aeroplane for which he or she holds the appropriate valid class rating or type rating by name.

(4) The holder of a Private Pilot Licence (Aeroplane) may fly Special VFR if in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(5) The holder of the Private Pilot Licence (Aeroplane) licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.03.7, if the holder holds the appropriate valid rating.

(6) The holder of a Private Pilot Licence (Aeroplane):

- (a) may not act as pilot-in-command of an aeroplane that is carrying passengers or freight for hire or reward;
- (b) may not be remunerated for acting in any pilot capacity in an aeroplane;
- (c) may act as a pilot-in command of an aeroplane in the course of his or her own or employer's business: Provided that:
 - (i) the flight is only incidental to that business or employment; and
 - (ii) the aeroplane does not carry passengers or freight for reward or hire.

Ratings for special purposes

61.03.7 (1) The ratings for special purposes associated with a Private Pilot Licence (Aeroplane) are:

- (a) an Instrument Rating;
- (b) a Night Rating;
- (c) a Tug Pilot Rating;
- (d) an Agricultural Pilot Rating;
- (e) an Aerobatics Rating; and
- (f) a Tow Rating.

(2) An application for any rating referred to in subregulation (1) must be made in accordance with the regulations in Subparts 18, 24, 26, 27, 31 and 33.

Maintenance of competency

61.03.8 (1) The holder of a Private Pilot Licence (Aeroplane) must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Private Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane with passengers on board by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in an aeroplane of the same type or similar type or in an approved FSTD appropriate to the type.

(4) The holder of a Private Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane with passengers on board by night, unless he or she:

- (a) holds a night rating; and
- (b) has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in an aeroplane of the same type or similar type or in an approved FSTD appropriate to the type,

Provided that if the holder complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Private Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed in Part 91 for VFR, unless he or she holds a valid Instrument Rating and within the 90 days immediately preceding such flight has by means of an instrument approach procedure or procedures established by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD, or in an aeroplane, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Private Pilot Licence (Aeroplane) who has not maintained competency by passing an initial licence skills test or a revalidation check in the same category of aircraft within the 12 months following initial issue or 24 months following the revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undertake sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

(7) The holder of a Private Pilot Licence (Aeroplane) who has not flown a minimum of three hours as PIC of aeroplanes in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot (Aeroplane), and meet the recency requirements to act as PIC.

Recency requirements for a Private Pilot Licence (Aeroplane)

61.03.9 The holder of a Private Pilot Licence (Aeroplane) must comply with the recency requirements of Part 91.

SUBPART 4 PRIVATE PILOT LICENCE (HELICOPTER)**Requirements for Private Pilot Licence (Helicopter)**

61.04.1 (1) An applicant for the issue of a Private Pilot Licence (Helicopter) must:

- (a) be 17 years of age or older;
- (b) hold at least a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (c) hold a valid restricted radiotelephony operator's certificate;
- (d) show evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a Pilot Licence (Helicopter) issued by an appropriate authority;
 - (ii) a Namibian Air Force pilot qualification (helicopter); or
 - (iii) a recreational pilot licence issued in terms of Part 62;
- (e) hold English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
- (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (g) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
- (h) have undergone the skill test referred to in regulation 61.04.4.

(2) An applicant for a Private Pilot Licence (Helicopter) must have completed not less than 40 hours flight time as pilot of a helicopter of which:

- (a) at least 25 hours are dual instruction in helicopters; and
- (b) at least 10 hours are accumulated in solo flight, of which five hours are cross-country flight time;

(3) The solo cross-country flight time referred to in paragraph (b) subregulation (2) must include one triangular cross-country flight of at least 100 NM, in the course of which satisfactory full-stop landings at two different aerodromes away from base must have been made.

(4) A maximum of five hours dual instruction time may be accumulated in a helicopter FSTD approved for the purpose by the Executive Director.

(5) Namibian Air Force pilots applying for Private Pilot Licence (Helicopter) may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

Application for, and issue of, a Private Pilot Licence (Helicopter)

61.04.2 (1) An application for a Private Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form as set out in Document NAM-CATS-FCL 61 within 30 days of satisfactory completion of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraphs (d) and (e) of subregulation (1) of regulation 61.04.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in subregulation 61.04.1(1)(g);
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Private Pilot Licence (Helicopter), if he or she is satisfied that the applicant:

- (a) complies with the requirements referred to in regulation 61.04.1;
- (b) is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) complies with the applicable requirements of section 68 of the Act.

(4) The Executive Director must issue the Private Pilot Licence (Helicopter) in the form determined by the Executive Director.

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

Theoretical knowledge examination

61.04.3 An applicant for the issue of a Private Pilot Licence (Helicopter) must:

- (a) have passed all the theoretical examinations for a Private Pilot Licence (Helicopter) referred to in paragraph (g) of subregulation (1) of regulation 61.04.1 within a period of 12 months; and
- (b) have passed the last theoretical knowledge examination within six months preceding the taking of the skills test for a Private Pilot Licence (Helicopter).

Skills test

61.04.4 (1) An applicant for the issue of a Private Pilot Licence (Helicopter) must undergo the skills test for a Private Pilot Licence (Helicopter), within 30 days of the last period of dual instruction.

(2) An applicant for the issue of a Private Pilot Licence (Helicopter) must demonstrate the required skill to perform as pilot-in-command of a helicopter, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence (Helicopter), to:

- (a) A Chief Flying Instructor (Helicopter) of an approved ATO, with an examiner designation; or
- (b) a Grade I or II Flight Instructor (Helicopter) appointed in terms of document NAM-CATS-FCL 61 by the Chief Flying Instructor of the approved ATO, with an examiner designation.

(3) The applicant referred to in subregulation (1) must have undergone the skills test referred to in that subregulation within the 90 days immediately preceding the date of application.

(4) The holder of a Private Pilot Licence (Helicopter) must have flown a minimum of three hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

Period of validity of Private Pilot Licence

61.04.5 A Private Pilot Licence (Helicopter) is valid subject to the condition that:

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

Privileges of Private Pilot Licence (Helicopter)

61.04.6 (1) For the purpose of this regulation “remuneration” does not include the pro rata sharing of the direct operating costs of a flight among the occupants of a helicopter, in which case the flight is deemed to be a non-revenue flight.

(2) The holder of a Private Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she:

- (a) is in possession of a valid Class 1 or Class 2 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13; and

- (c) complies with the maintenance of competency requirements.

(3) The holder of a valid Private Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating.

(4) The holder of a Private Pilot Licence (Helicopter) may fly Special VFR if, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(5) The holder of a valid Private Pilot Licence (Helicopter) is entitled to act, as pilot-in-command or co-pilot as specified in of any helicopter engaged in non-revenue flights for which he or she is type rated.

(6) If the holder of a Private Pilot Licence (Helicopter) has the appropriate valid rating, he or she may exercise the privileges of the licence for any of the special purposes referred to in regulation 61.04.7.

- (7) The holder of a Private Pilot Licence (Helicopter):

- (a) may act as co-pilot of any helicopter on which a co-pilot is not a requirement;
- (b) may not act as pilot-in-command of a helicopter that is carrying passengers or freight for reward or hire; and
- (c) may not be remunerated for acting in any pilot capacity in a helicopter.
- (d) may act as a pilot-in command of a helicopter in the course of his or her own or employer's business: Provided that:
 - (i) the flight is only incidental to that business or employment; and
 - (ii) the helicopter does not carry passengers or freight for reward or hire.

Ratings for special purposes

61.04.7 (1) The ratings for special purposes associated with a Private Pilot Licence (Helicopter) are:

- (a) an Instrument Rating;
- (b) a Night Rating;
- (c) a Post Maintenance Test Flight Rating; and
- (d) Agricultural Pilot Ratings.

(2) An application for any rating referred to in subregulation (1) must be made in accordance with the regulations in Subparts 18, 24, 25, 30 or 31.

Maintenance of competency

61.04.8 (1) The holder of a Private Pilot Licence (Helicopter) must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Private Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter with passengers or cargo or a combination of both on board, by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three circuits, including the take-off and landing, in a helicopter of the same type or a similar type or in an approved FSTD.

(4) The holder of a Private Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter with passengers on board by night, unless he or she:

- (a) holds a night rating; and
- (b) has, within the 90 days immediately preceding such flight, executed not less than three circuits, including the take-off and landing, by night in a helicopter of the same type or a similar type or in an approved flight simulation device,

Provided that if the holder of a Private Pilot Licence (Helicopter) complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Private Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she holds a valid Instrument Rating and within the 90 days immediately preceding such flight, has by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD or in a helicopter, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Private Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the initial issue or within 24 months following the revalidation of such licence, must comply with the following requirements:

- (a) in the case of a holder of a private pilot licence (helicopter) where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command (PIC); and
 - (ii) pass a revalidation check in the same category;
- (b) in the case of a holder of a Private Pilot Licence (helicopter) where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination; and
 - (ii) sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check and meet the recency requirements to act as pilot-in-command; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

(7) The holder of a Private Pilot Licence (helicopter) who has not flown a minimum of three hours as PIC of a helicopter in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Helicopter), and meet the recency requirements to act as PIC.

Recency requirements for a Private Pilot Licence (Helicopter)

61.04.9 The holder of a Private Pilot Licence (Helicopter) must comply with the recency requirements referred to in Part 91.

SUBPART 5 COMMERCIAL PILOT LICENCE (AEROPLANE)

Requirements for Commercial Pilot Licence (Aeroplane)

61.05.1 (1) An applicant for the issue of a Commercial Pilot Licence (Aeroplane) must:

- (a) be 18 years of age or older;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general radiotelephony operator's certificate;
- (d) produce satisfactory evidence of holding or having held in the previous 60 months a valid Night Rating and any of the following:
 - (i) a valid Private Pilot Licence (Aeroplane);
 - (ii) a valid pilot licence (aeroplane) issued by an appropriate authority;
 - (iii) a valid Namibian Air Force pilot qualification (aeroplane); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director;
- (e) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
- (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (g) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
- (h) have undergone the skills test referred to in regulation 61.05.4.

(2) An applicant for the issue of a Commercial Pilot Licence (Aeroplane) must have completed not less than:

- (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a FSTD approved for this purpose; or
- (b) 150 hours of flight time, if he or she has successfully completed the integrated training referred to in regulation 61.01.25.

(3) The total of 200 hours or 150 hours, as the case may be, referred to in subregulation (2) must include:

- (a) 100 hours as pilot-in-command or 70 hours as pilot-in-command in the case of an applicant who has undergone the integrated training;
- (b) 20 hours of cross-country flight time as pilot-in-command, including one flight of not less than 300 nm with not less than two full-stop landings at different aerodromes away from base must have been made;
- (c) five hours of night flying as pilot-in-command, including not less than five take-offs and five landings by night and a cross-country flight of at least three legs, each of a minimum length of 50 NM;
- (d) 10 hours of instrument flight instruction, of which not more than five hours may have been acquired in a FSTD approved for this purpose; and
- (e) at least five hours instruction in an aeroplane with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine.

(4) A Namibia Air Force pilot or a Namibia Air Force navigator may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

Application for, and issue of, a Commercial Pilot Licence (Aeroplane)

61.05.2 (1) An application for a Commercial Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the completion of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) acceptable documentary evidence of compliance with paragraphs (d) and (e) of subregulation (1) of regulation 61.05.1;
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.01.7 and paragraph (g) of subregulation (1) of regulation 61.05.1(1);
 - (d) the applicant's flying logbook summarised in the form set out in the Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of this Part; and
 - (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Commercial Pilot Licence (Aeroplane), if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.05.1;

- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
 - (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Executive Director must issue the Commercial Pilot Licence (Aeroplane) in the form determined by the Executive Director.
- (5) The holder of a Commercial Pilot Licence (Aeroplane) must, upon receipt of the Commercial Pilot Licence (Aeroplane), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

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

Skills test

61.05.4 (1) An applicant for the issue of a Commercial Pilot Licence (Aeroplane) must undergo the test for a Commercial Pilot Licence (Aeroplane), within 30 days of the last period of dual instruction.

(2) An applicant for the issue of a Commercial Pilot Licence (Aeroplane) must demonstrate to a Designated Flight Examiner, the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence (Aeroplane).

(3) The applicant for the issue of a Commercial Pilot Licence (Aeroplane) must have undergone the skills test referred to in subregulation (1) within the 90 days immediately preceding the date of application.

(4) The test referred to in subregulation (1) must have been conducted in a complex aeroplane with:

- (a) variable pitch propellers, adjustable flaps and retractable undercarriage;
- (b) turbojet engines; or
- (c) an approved FSTD.

(5) An applicant for the issue of a Commercial Pilot Licence (Aeroplane) must have flown a minimum of three hours as pilot-in-command of aeroplanes in the six months preceding the relevant test.

Period of validity of Commercial Pilot Licence (Aeroplane)

61.05.5 A Commercial Pilot Licence (Aeroplane) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate;
- (b) the holder complies with the maintenance of competency in terms of regulation 61.05.8, annually; and

- (c) the holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Privileges of Commercial Pilot Licence (Aeroplane)

61.05.6 (1) The holder of a Commercial Pilot Licence (Aeroplane) may not exercise the privileges of that licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the maintenance of competency requirements; and
- (d) complies with the requirement of section 68(4) of the Act.

(2) The holder of a valid Commercial Pilot Licence (Aeroplane) may, by day under VMC, act as pilot-in-command or co-pilot of any aeroplane for which he or she holds the appropriate valid class rating or type rating.

(3) The holder of a Commercial Pilot Licence (Aeroplane) may fly Special VFR if, in sight of the surface and clear of cloud, fog, or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) The holder of a valid Commercial Pilot Licence (Aeroplane) in the type of aeroplane for which he or she is rated, is entitled to:

- (a) in operations other than the carrying of passengers or freight for reward, act as pilot-in-command;
- (b) act as pilot-in-command in commercial air transport operations in any aeroplane certificated for single-pilot operations;
- (c) act as co-pilot in commercial air transport operations in any aeroplane required to be operated with a co-pilot;
- (d) act as a safety pilot; and
- (e) exercise all the privileges referred to in this subregulation, by night.

(5) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.7, if the holder holds the appropriate valid rating.

Ratings for special purposes and certificate

61.05.7 (1) The ratings for special purposes associated with a Commercial Pilot Licence (Aeroplane) are:

- (a) a Night Rating;

- (b) an Instrument Rating;
- (c) Flight Instructor Rating (Aeroplane);
- (d) Test Pilot Rating;
- (e) a Tug Pilot Rating;
- (f) Aerobatics Rating;
- (g) Tow Pilot Rating; and
- (h) an Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the regulations in Subparts 18, 20, 24, 25, 26, 27, 31 or 33, as the case may be.

Maintenance of competency

61.05.8 (1) A holder of a Commercial Pilot Licence (Aeroplane) must undergo a revalidation check within 24 months from the date of initial issue or from the date of revalidation, as applicable.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Commercial Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings in an aeroplane of the same type or a similar type, or in an approved FSTD.

(4) The holder of a Commercial Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by night, unless he or she has within the 90 days immediately preceding the flight, executed not less than three take-offs and landings by night in an aeroplane of the same type or a similar type or in an approved FSTD: Provided that if the holder complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Commercial Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD or in an aeroplane, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Commercial Pilot Licence (Aeroplane) who has not maintained his or her class or type rating by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence or rating must comply with the following requirements:

- (a) in the case of a holder of a commercial pilot licence where the maintenance of a class or type rating has lapsed by less than 24 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction, and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case where the maintenance of competency has lapsed by more than 24 months, but less than 36 months, he or she must -
 - (i) undergo a minimum of two periods of dual training of not less than one hour;
 - (ii) passes a proficiency check;
- (c) in the case of a holder of a commercial pilot licence where the maintenance of a class or type rating has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO, to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as pilot-in-command (PIC); and
 - (iii) Pass an initial licence skills test in the same category of aircraft.
- (7) The revalidation check must be undertaken in an aeroplane with:
 - (a) adjustable flaps, retractable undercarriage and variable pitch propellers;
 - (b) a turbojet engine; or
 - (c) an approved FSTD.

(8) The holder of a Commercial Pilot Licence (Aeroplane) who has not flown a minimum of three hours as either PIC or pilot-in command under supervision (PICUS) or six hours as co-pilot in the six months preceding a revalidation check, must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Pilot Licence (Aeroplane), and meet the recency requirements to act as PIC.

Recency requirements for a Commercial Pilot Licence (Aeroplane)

61.05.9 The holder of a Commercial Pilot Licence (Aeroplane) must comply with the recency requirements referred to in Part 91.

SUBPART 6 COMMERCIAL PILOT LICENCE (HELICOPTER)

Requirements for Commercial Pilot Licence (Helicopter)

- 61.06.1** (1) An applicant for the issue of a Commercial Pilot Licence (helicopter) must:
- (a) be 18 years of age or older;
 - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;

- (c) hold a valid general radiotelephony operator's certificate;
 - (d) produce satisfactory evidence of holding or having held, within the previous 60 months, the following:
 - (i) a valid Private Pilot Licence (helicopter);
 - (ii) a valid pilot licence (helicopter) issued by an appropriate authority;
 - (iii) a valid Namibian Air Force pilot qualification (helicopter); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority; and
 - (e) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
 - (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
 - (g) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
 - (h) have undergone the skill test referred to in regulation 61.06.4.
- (2) An applicant for the issue of a Commercial Pilot Licence (helicopter) must have completed not less than:
- (a) 150 hours of flight time, which may include 10 hours of flight instruction time in a helicopter FSTD approved by the Executive Director for the purpose; or
 - (b) 100 hours of flight time, which may include 10 hours of flight instruction time in a helicopter FSTD, approved for the purpose, if he or she has successfully completed the integrated training referred to in regulation 61.01.25.
- (3) The total of 150 hours or 100 hours, as the case may be, referred to in subregulation (2) must include:
- (a) 35 hours as pilot-in-command;
 - (b) 10 hours of cross-country flight time as pilot-in-command, including a cross-country flight in the course of which landings at two different points away from base have been made;
 - (c) 10 hours of instrument instruction time of which not more than five hours may be acquired in an approved FSTD; and
 - (d) if the privileges of the licence are to be exercised by night, five hours of night flight time including five take-offs and five landing patterns as pilot-in-command.
- (4) A Namibia Air Force pilot or a Namibia Air Force navigator applying for Commercial Pilot Licence (Helicopter) may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

Application for, and issue of, a Commercial Pilot Licence (Helicopter)

61.06.2 (1) An application for a Commercial Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form as set out in Document NAM -CATS-FCL 61 within 30 days after the date of the practical skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) acceptable documentary evidence of compliance with paragraphs (d) and (e) of subregulation (1) of regulation 61.06.1;
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in subregulation (1) of regulation 61.06.1 and regulation 61.01.7;
 - (d) the applicant's flying logbook summarised in the form set out in the Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of this Part; and
 - (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Commercial Pilot Licence (Helicopter), if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.06.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) complies with the applicable requirements of section 68 of the Act.

(4) The Executive Director must issue the Commercial Pilot Licence (helicopter) in the form determined by the Executive Director.

(5) The applicant of a Commercial Pilot Licence (Helicopter) must, upon receipt of the Commercial Pilot Licence (Helicopter), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.06.3 The applicant for Commercial Pilot Licence (Helicopter) must have passed all the theoretical examinations for a Commercial Pilot Licence (Helicopter) referred to in paragraph (g) of subregulation (1) of regulation 61.06.1, within a period of 36 months preceding the skills test for a Commercial Pilot Licence (Helicopter).

Skills test

61.06.4 (1) An applicant for a Commercial Pilot Licence (Helicopter) must undergo the skill test for a Commercial Pilot Licence (Helicopter) referred to in paragraph (h) of subregulation (1) of regulation 61.06.1 within 30 days of the last period of dual instruction.

(2) An applicant for the issue of a Commercial Pilot Licence (Helicopter) must demonstrate to a designated examiner, the ability to perform as pilot-in-command of a helicopter, the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence (Helicopter).

(3) The applicant for the issue of a Commercial Pilot Licence (Helicopter) must have undergone the skills test referred to in subregulation (1) within the 90 days immediately preceding the date of application.

(4) The initial skills test referred to in subregulation (1) must be conducted in a helicopter of not less than 500 kg maximum certificated mass.

(5) The holder of a Commercial Pilot Licence (Helicopter) must have flown a minimum of three hours as pilot-in-command of helicopters in the six months preceding the relevant skills test.

Period of validity of Commercial Pilot Licence (Helicopter)

61.06.5 A Commercial Pilot Licence (Helicopter) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.06.1;
- (b) licence holder complies with the maintenance of competency in terms of regulation 61.06.8; and
- (c) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in subregulation (1) of regulation 61.01.6.

Privileges of Commercial Pilot Licence (Helicopter)

61.06.6 (1) The holder of a Commercial Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the maintenance of competency requirements as prescribed in regulation 61.06.8 and
- (d) satisfies the condition set out in section 68(4) of the Act.

(2) The holder of a valid Commercial Pilot Licence (Helicopter) may, by day under VMC, act as pilot-in-command or co-pilot of any helicopter for which he or she holds the appropriate valid type rating by name.

(3) The holder of a Commercial Pilot Licence (Helicopter) may fly in compliance with Special VFR conditions if, in sight of the surface and clear of cloud, fog, or mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) The holder of a valid Commercial Pilot Licence (Helicopter) may, in the type of helicopter for which he or she is rated, exercise the following privileges:

- (a) exercise all the privileges of a Private Pilot Licence (Helicopter);
- (b) in operations other than the carrying of passengers or freight for hire or reward act as pilot-in-command in any helicopter;
- (c) act as pilot-in-command in commercial air transport operations in any helicopter certificated for single-pilot operations;
- (d) act as co-pilot in commercial air transport operations in any helicopter required to be operated with a co-pilot; and
- (e) act as a safety pilot.

(5) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.06.7, if the holder holds the appropriate valid rating.

Ratings for special purposes and certificate

61.06.7 (1) The ratings for special purposes and certificate associated with a Commercial Pilot Licence (Helicopter) are:

- (a) An Instrument Rating;
- (b) Flight Instructor Rating;
- (c) A Night Rating;
- (d) A Test Pilot Rating;
- (e) A Helicopter Sling-Load Rating;
- (f) A Helicopter Winching Rating;
- (g) A Helicopter Game or Livestock Cull Rating; and
- (h) an Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the regulations in Subparts 18, 20, 21, 24, 25, 28, 29, 30 or 31, as the case may be.

Maintenance of competency

61.06.8 (1) The holder of a Commercial Pilot Licence (Helicopter) must undergo a revalidation check within 12 months from the date of initial issue or from the date of revalidation of the licence.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Commercial Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three circuits, including take-off and landing, in a helicopter of the same type or a similar type or in an approved FSTD.

(4) The holder of a Commercial Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter transporting passengers by night, unless he or she:

- (a) holds a night rating; and
- (b) has, within the 90 days immediately preceding the flight executed not less than three circuits, including three take-offs and three landings, by night in a helicopter of the same type or a similar type or in an approved FSTD,

Provided that if the holder complies with the provisions of this subregulation such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Commercial Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she holds a valid Instrument Rating and within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD or in a helicopter, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Commercial Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a commercial pilot licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of a commercial pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;

- (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (helicopter), and meet the recency requirements to act as PIC; and
- (iii) pass an initial licence skills test in the same category of aircraft.

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

Recency requirements for a Commercial Pilot Licence (Helicopter)

61.06.9 The holder of a Commercial Pilot Licence (Helicopter) must comply with the recency requirements referred to in Part 91.

SUBPART 7 AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)

Requirements for Airline Transport Pilot Licence (Aeroplane)

61.07.1 (1) An applicant for the issue of an Airline Transport Pilot Licence (Aeroplane) must:

- (a) be 21 years of age or older;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general radiotelephony operator's certificate;
- (d) produce satisfactory evidence of holding or having held within the previous 60 months a valid Instrument Rating and any of the following:
 - (i) a valid Namibian Commercial Pilot Licence (Aeroplane);
 - (ii) a valid pilot licence (aeroplane) issued by an appropriate authority;
 - (iii) a valid Namibian Air Force pilot qualification (aeroplane);
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director;
- (e) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
- (f) have successfully completed the training as set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (g) have passed the theoretical knowledge examination as set out in Document NAM-CATS-FCL 61 referred to in regulation 61.07.3;
- (h) have undergone the skills test referred to in regulation 61.07.4; and
- (i) have, within the previous 60 months, completed a multi-crew cooperation course.

(2) An applicant for the issue of an Airline Transport Pilot Licence (Aeroplane) must have completed, in aeroplanes, not less than 1500 hours of flight time, of which -

- (a) 500 hours must be pilot-in-command-under-supervision; or
- (b) 250 hours must be as pilot-in-command of which up to 150 hours may be pilot-in-command-under-supervision; and
- (c) 200 hours must be cross-country flight time, of which 100 hours may be as co-pilot or as pilot in command under supervision;
- (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in a FSTD approved for this purpose;
- (e) 100 hours must be night flight time as pilot-in-command; and
- (f) not more than 100 hours of the total flight time may be acquired in an approved FSTD.

(3) For the purposes of subregulation (2), in the case of single-pilot aeroplanes operated by two pilots according to operational requirements as approved by the Executive Director, both pilots must have successfully completed the multi-crew co-operation training as specified in this Part.

(4) The 1500 hours flying experience referred to in subregulation (2) may comprise flight time in any of the following capacities:

- (a) as pilot-in-command, counted in full;
- (b) as pilot under instruction (dual), counted in full;
- (c) as co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
- (d) as an appropriately rated co-pilot, counted in full;
- (e) as student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Aeroplane), counted in full: Provided that the approved ATO has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time;
- (f) a maximum of 100 hours may have been completed in an approved FSTD of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or if the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1;
- (g) up to 50 per cent of the 1500 hours and each of the requirements specified in subregulation (2)(a),(b),(c),(d) and (e) may be completed in helicopters; and
- (h) a maximum of 30 hours flight time in touring motor gliders, gliders, micro light aircraft (excluding a weight-shift micro light aeroplane, or an aeroplane with a maximum take-off mass of less than 450 kg), may be counted towards the 1500 hours experience requirement.

(5) A Namibia Air Force pilot flight instructor or a Namibia Air Force navigator applying for an Airline Transport Licence (Aeroplane) instructor may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

Application for, and issue of, an Airline Transport Pilot Licence (Aeroplane)

61.07.2 (1) An application for an Airline Transport Pilot Licence (Aeroplane) must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days after the date of the skills test.

(2) The application referred to in subregulation (1) must be accompanied by:

- (a) a valid Class 1 medical certificate, issued in terms of Part 67;
- (b) acceptable documentary evidence of compliance with paragraphs (d) and (e) of regulation 61.07.1(1);
- (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.01.7 and paragraph (g) of subregulation (1) of regulation 61.07.1;
- (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
- (e) the skills test report set out in Document NAM-CATS-FCL 61;
- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
- (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue an Airline Transport Pilot Licence (Aeroplane), if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.07.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) complies with the applicable requirements of section 68 of the Act.

(4) The Executive Director must issue the Airline Transport Pilot Licence (Aeroplane) in the form determined by the Executive Director.

(5) The holder of an Airline Transport Pilot Licence (Aeroplane) must, upon receipt of the Airline Transport Pilot Licence (Aeroplane), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.07.3 (1) Applicant who obtains a credit or a pass for the Airline Transport Pilot Licence (Aeroplane) (ATPL/A) subjects has 36 months to obtain an Instrument Rating (IR).

(2) The ATPL/A subjects referred to in subregulation (1) are valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.

(3) If an applicant has previously passed all ATPL/A theoretical knowledge examinations but was not issued with an Instrument Rating within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the Executive Director, and this discretion must be exercised lawfully.

Skills test

61.07.4 (1) An applicant for the issue of an Airline Transport Pilot Licence (Aeroplane) must demonstrate to a designated examiner, the ability to perform as pilot-in-command of an aeroplane, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Aeroplane).

(2) The applicant must have undergone the skills test referred to in subregulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.07.3 and within the 90 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (1) must have been conducted in a multi-engine aeroplane, which is required to be operated with a co-pilot and which has:

- (a) variable pitch propellers, adjustable flaps and retractable undercarriage;
- (b) turbine engines, or
- (c) an approved FSTD.

Period of validity of Airline Transport Pilot Licence (Aeroplane)

61.07.5 An Airline Transport Pilot Licence (Aeroplane) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.07.1;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.07.8 annually; and
- (c) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in subregulation (1) of regulation 61.01.6.

Privileges of Airline Transport Pilot Licence (Aeroplane)

61.07.6 (1) The holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise the privileges of the licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in 61.07.8; and

(d) satisfies the condition set out in section 68(4) of the Act.

(2) The holder of a valid Airline Transport Pilot Licence (Aeroplane) is entitled to:

- (a) exercise all the privileges of a private and Commercial Pilot Licence (Aeroplane);
- (b) act as pilot-in-command of an aeroplane engaged in air transport operations; and
- (c) exercise all the privileges referred to in this regulation.

(3) The holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.07.7, if the holder holds the appropriate valid rating and otherwise meets the requirements of subregulation (1).

(4) Subject to paragraph (c) of subregulation (1), the holder of an Airline Transport Pilot Licence (Aeroplane) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (Aeroplane) revalidation check.

(5) The Authority must endorse on the Airline Transport Pilot Licence (Aeroplane) licence any limitation of privileges of that licence.

Ratings for special purposes and certificate

61.07.7 (1) The ratings for special purposes and the certificate associated with an Airline Transport Pilot Licence (Aeroplane) are:

- (a) A Flight Instructor Rating;
- (b) A Test Pilot Rating;
- (c) A Tug Pilot Rating;
- (d) An Aerobatics Rating;
- (e) A Tow Rating; and
- (f) An Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the regulations in Subparts 19, 20, 21, 23, 25, 26, 27, 31 or 33, as the case may be.

Maintenance of competency

61.07.8 (1) The holder of an Airline Transport Pilot Licence (Aeroplane) must undergo a revalidation check within a period of 12 months from the date of issue or the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of an Airline Transport Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in an aeroplane of the same type or a similar type or in an approved FSTD.

(4) The holder of an Airline Transport Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in an aeroplane of the same type or a similar type, or in an approved FSTD Provided that if the holder complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of an Airline Transport Pilot Licence (Aeroplane) may not act as pilot-in-command of an aeroplane under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD or in an aeroplane, in IMC or simulated IMC; or
- (b) undergone the skill test referred to in regulation 61.18.5.

(6) The holder of an Airline Transport Pilot Licence (Aeroplane) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law and operational procedures examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Aeroplane), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

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

Recency requirements for an Airline Transport Pilot Licence (Aeroplane)

61.07.9 The holder of an Airline Transport Pilot Licence (Aeroplane) must comply with the recency requirements referred to in Part 91.02.4.

SUBPART 8 AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)**Requirements for Airline Transport Pilot Licence (Helicopter)**

61.08.1 (1) An applicant for the issue of an Airline Transport Pilot Licence (Helicopter) must:

- (a) be 21 years of age or older;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid radiotelephony operator's licence;
- (d) produce acceptable evidence of holding or having held, within the previous 60 months, an Instrument Rating and any of the following:
 - (i) a valid Namibian Private Pilot Licence (Helicopter);
 - (ii) a valid pilot licence (helicopter) issued by an appropriate authority;
 - (iii) a valid Namibian Air Force pilot qualification (helicopter); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Authority;
- (e) have, within the previous 60 months, completed a multi-crew cooperation course;
- (f) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
- (g) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (h) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
- (i) have undergone the skill test referred to in regulation 61.08.4.

(2) An applicant for the issue of an Airline Transport Pilot Licence (Helicopter) must have completed, in helicopters, not less than 1000 hours of flight time, of which:

- (a) 250 hours must be as pilot-in-command of which up to 70 hours may be as pilot-in-command under the supervision of the pilot-in-command;
- (b) 200 hours must be cross-country flight time, of which up to 100 hours may be as pilot-in-command under supervision or as co-pilot;
- (c) 30 hours must be instrument instruction time, of which not more than 10 hours may be instrument ground time and not more than 10 hours may be acquired in a helicopter FSTD approved for that purpose by the Executive Director;
- (d) 50 hours must be night flight time as pilot-in-command or co-pilot; and
- (e) not more than 100 hours of total flight time may be acquired in a FSTD.

(3) The 1000 hours flying experience referred to in subregulation (2) may comprise flight time in any of the following capacities:

- (a) as pilot-in-command, counted in full;
- (b) as pilot under instruction (dual), counted in full;
- (c) as co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 250 hours: Provided that both pilots have completed multi-crew cooperation training;
- (d) as an appropriately rated co-pilot, counted in full;
- (e) as student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Helicopter), counted in full: Provided that the approved ATO, has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time;
- (f) a maximum of 100 hours may have been completed in an approved FSTD of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1; or
- (g) up to 50 per cent of the 1000 hours and each of the requirements specified in paragraphs (a), (b), (c), (d) and (e) of subregulation (2) may be completed in aeroplanes.

(4) A Namibia Air Force pilot flight instructor or a Namibia Air Force navigator instructor applying for Airline Transport Licence (Helicopter) may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

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

61.08.2 (1) An application for an Airline Transport Pilot Licence (Helicopter) must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraphs (d), (e) and (f) of subregulation (1) of regulation 61.08.1;
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in regulation 61.01.7 and paragraph (h) of subregulation (1) of regulation 61.08.1;
 - (d) the applicant's flying logbook summarised in the form as set out in the Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in NAM-CATS-FCL 61;

- (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of this Part; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airline Transport Pilot Licence (Helicopter), if he or she is satisfied:
- (a) that the applicant complies with the requirements referred to in regulation 61.08.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
 - (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Executive Director must issue the Airline Transport Pilot Licence (Helicopter) in the appropriate form determined by the Executive Director.
- (5) An applicant for an Airline Transport Pilot Licence (Helicopter) must, upon receipt of the Airline Transport Pilot Licence (Helicopter), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

- 61.08.3** (1) Applicants for the issue of APTL who obtain credit or a pass for the ATPL subjects have 36 months to obtain an Instrument Rating on helicopters.
- (2) The relevant ATPL subjects referred to in subregulation (1) remain valid for a period of 60 months from the date of expiry of the last Instrument Flying revalidation check.
- (3) If an applicant for the issue of APTL has previously passed all ATPL theoretical knowledge examinations but was not issued with an ATPL within the 36 month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the Executive Director, which discretion must be exercised lawfully.

Skills test

- 61.08.4** (1) An applicant for the issue of an Airline Transport Pilot Licence (Helicopter) must demonstrate to a designated examiner, the ability to perform as pilot-in-command of a helicopter certificated for a minimum of 2 pilots, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Helicopter).
- (2) The applicant must have undergone the skills test referred to in subregulation (1) within the 90 days immediately preceding the date of application.
- (3) The skills test referred to in subregulation (1) may be conducted in an approved FSTD for a helicopter.
- (4) The skills test referred to in subregulation (1) may serve as a skills test for the issue of the Airline Transport Licence (Helicopter) licence and an initial type rating for the helicopter used in the test.

Period of validity of Airline Pilot Licence (Helicopter)

61.08.5 An Airline Transport Pilot Licence (Helicopter) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate as prescribed in regulation 61.08.1;
- (b) the licence holder annually complies with the maintenance of competency in terms of regulation 61.08.8;
- (c) the licence holder holds a valid Instrument Rating; and
- (d) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in subregulation (10) of regulation 61.01.6.

Privileges of Airline Transport Pilot Licence (Helicopter)

61.08.6 (1) The holder of an Airline Transport Pilot Licence (Helicopter) may not exercise the privileges of that licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the maintenance of competency requirements as prescribed in regulation 61.08.8; and
- (d) satisfies the condition set out in section 68(4) of the Act.

(2) Subject to subregulation (1) the holder of a valid Airline Transport Pilot Licence (Helicopter) is entitled to:

- (a) exercise all the privileges of a private and Commercial Pilot Licence (Helicopter); and
- (b) act as pilot-in-command of a helicopter engaged in commercial air transport operations, in any helicopter for which he or she holds the appropriate type rating and subject to regulation 61.08.8.

(3) Subject to subregulation (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.08.7, if the holder holds the appropriate valid rating.

(4) The holder of an Airline Transport Pilot Licence (Helicopter) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (Helicopter) or Instrument Rating revalidation check.

- (5) The Authority must endorse on the ATPL any limitation of privileges on the ATPL.

Ratings for special purposes and certificate

61.08.7 (1) The ratings for special purposes and certificate associated with an Airline Transport Pilot Licence (Helicopter) are:

- (a) a Flight Instructor Rating;
- (b) a Night Rating;
- (c) a Test Pilot Rating;
- (d) a Helicopter Sling-Load Rating;
- (e) a helicopter winching rating;
- (f) a Helicopter Game or Livestock Cull Rating ; and
- (g) an Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the regulations in Subparts 19, 20, 21, 25, 28, 29, 30 or 31, as the case may be.

Maintenance of competency

61.08.8 (1) The holder of an Airline Transport Pilot Licence (Helicopter) must undergo a revalidation check within a period of 12 months calculated from the date of issue or the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of an Airline Transport Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight, executed not less than three circuits, including take-off and landing, in a helicopter of the same type or a similar type or in an approved FSTD.

(4) The holder of an Airline Transport Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter transporting passengers by night, unless he or she:

- (a) holds a night rating; and
- (b) has, within the 90 days immediately preceding the flight executed not less than three circuits, including three take-offs and three landings, by night in a helicopter of the same type or a similar type; or in an approved FSTD,

Provided that if the holder complies with the provisions of this subregulation, such pilot is exempted from the provisions of subregulation (2).

(5) The holder of an Airline Transport Pilot Licence (Helicopter) may not act as pilot-in-command of a helicopter under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established by the Authority:

- (a) executed at least two instrument approaches in an approved FSTD or in a helicopter, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of an Airline Transport Pilot Licence (Helicopter) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law and operational procedures examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (Helicopter), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

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

Recency requirements for an Airline Transport Pilot Licence (Helicopter)

61.08.9 The holder of an Airline Transport Pilot Licence (Helicopter) must comply with the recency requirements referred to in Part 91.

SUBPART 9 PRIVATE PILOT LICENCE (POWERED-LIFT)

Requirements for Private Pilot Licence (Powered-lift)

61.09.1 (1) An applicant for the issue a Private Pilot Licence (Powered-lift):

- (a) must be 17 years of age or older;
- (b) must hold a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (c) must hold a valid restricted radiotelephony operator's licence;
- (d) must show acceptable evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a pilot licence (aeroplane) issued by an appropriate authority;

- (ii) a Namibian Air Force pilot qualification (powered-lift); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
 - (e) must hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
 - (f) must have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
 - (g) must have successfully passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
 - (h) must have undergone the skills test referred to in regulation 61.09.4.
- (2) The applicant for a Private Pilot Licence (Powered Lift) must have completed not less than 45 hours of flight time with an approved ATO as a pilot of a powered-lift of which:
- (a) at least 25 hours are dual instruction in powered-lifts which include five hours instrument instruction time; and
 - (b) at least 15 hours are accumulated in solo flight and the solo flight must include at least five hours cross-country flight time and the said cross country flight time must include one triangular cross-country flight of at least 150 NM, on which at least one point must be not less than 50 NM from base and must include full-stop landings at two different aerodromes away from base;
 - (c) a maximum of five hours dual instruction time may be in an approved FSTD.
- (3) Namibia Air Force pilots may apply to the Executive Director for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.
- (4) Despite subregulation (2), the experience required for the holder of a Glider or Gyroplane Pilot Licence or of a Recreational Pilot Licence endorsed with the category microlight aeroplane, may be substituted by the experience obtained to the maximum specified in regulation 61.01.20.

Application for, and issue of, a Private Pilot Licence (Powered-lift)

61.09.2 (1) An application for a Private Pilot Licence (Powered-lift) must be made to the Executive Director on the appropriate form as set out in Document NAM-CATS-FCL 61 within 30 days of the satisfactory completion of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraphs (d) and (e) of subregulation (1) of regulation 61.09.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of subregulation (1) of regulation 61.09.1;

- (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report as set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Private Pilot Licence (Powered-lift), if he or she is satisfied:
- (a) that the applicant complies with the requirements referred to in regulation 61.09.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
 - (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Private Pilot Licence (Powered-lift) must be issued in the appropriate form determined by the Executive Director.
- (5) The holder of a Private Pilot Licence (Powered-lift) must, upon receipt of the Private Pilot Licence (Powered-lift), immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.09.3 An applicant for the issue of a Private Pilot Licence (Powered-lift) must have passed the appropriate written examination referred to in paragraph (g) of subregulation (1) of regulation 61.09.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Private Pilot Licence (Powered-lift).

Skills test

61.09.4 (1) An applicant for the issue of a Private Pilot Licence (Powered-lift) must demonstrate the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence (Powered-lift) to:

- (a) a Chief Flying Instructor (Powered-lift) of an approved ATO, with an examiner designation; or
 - (b) a Grade II or I flight instructor (Powered-lift) appointed in terms of Document NAM-CATS-FCL 61 by the Chief Flying Instructor of an approved ATO, with an examiner designation.
- (2) The applicant for a Private Pilot Licence (Powerlift) must have undergone the skills test referred to in subregulation (1) within the 90 days immediately preceding the date of application.
- (3) The holder of a Private Pilot Licence (Powered-lift) must have flown a minimum of three hours as pilot-in-command of powered-lifts in the six months preceding the relevant skills test.

(4) The skills test referred to in subregulation (1) must be conducted in an aircraft with a maximum certificated mass of more than 450 kg.

Period of validity of Private Pilot Licence (Powered-lift)

61.09.5 A Private Pilot Licence (Powered-lift) is valid subject to the condition that:

- (a) the licence is accompanied by a valid medical certificate as prescribed in regulation 61.09.01;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.09.8 annually; or
- (c) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in subregulation (1) of 61.01.6.

Privileges of Private Pilot Licence (Powered-lift)

61.09.6 (1) For the purpose of this regulation “remuneration” does not include the pro rata sharing of the direct operating costs of a flight among the passengers of a powered-lift, in which case the flight is deemed to be a non-revenue flight.

(2) The holder of a Private Pilot Licence (Powered-lift) may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.09.8, and
- (d) satisfies the condition set out in section 68(4) of the Act.

(3) The holder of a valid Private Pilot Licence (Powered-lift) may, by day under VMC, act as pilot-in-command or co-pilot (as specified in regulation 61.09.6 (b) of any powered-lift for which he or she holds the appropriate valid class rating or type rating by name.

(4) The holder of a Private Pilot Licence (Powered-lift) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(5) Subject to paragraph (d) of subregulation (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.09.7, if the holder holds the appropriate valid rating.

(6) The holder of a Private Pilot Licence (Powered-lift):

- (a) may act as co-pilot of any powered-lift on which a co-pilot is not a requirement;

- (b) may not act as pilot-in-command of a powered-lift that is carrying passengers or freight for reward or hire;
- (c) may not be remunerated for acting in any pilot capacity in a powered-lift; and
- (d) may act as a pilot-in command of a powered-lift in the course of his or her own or employer's business: Provided that:
 - (i) the flight is only incidental to that business or employment; and
 - (ii) the powered-lift does not carry passengers or freight for hire or reward.

Ratings for special purposes

61.09.7 (1) The ratings for special purposes associated with a Private Pilot Licence (Powered-lift) are:

- (a) an Instrument Rating;
- (b) a Night Rating;
- (c) a Post Maintenance Test Flight Rating;
- (d) a Tug Pilot Rating;
- (e) an Agricultural Pilot Rating;
- (f) an aerobatics rating; and
- (g) a Tow Rating.

(2) An application for any rating referred to in subregulation (1) must be made in accordance with the regulations in Subpart 18, 24, 25, 26, 27, 31 or 33, as the case may be.

Maintenance of competency

61.09.8 (1) The holder of a Private Pilot Licence (Powered-lift) must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that a revalidation check within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Private Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift with passengers on board by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in a powered-lift of the same type or similar type or in an approved FSTD appropriate to the type.

(4) The holder of a Private Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift with passengers on board by night, unless he or she:

- (a) holds a night rating; and
- (b) has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in a powered-lift of the same type or similar type or in an approved FSTD appropriate to the type,

Provided that if the holder complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Private Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures established by the Authority or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD, or in a powered-lift, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Private Pilot Licence (Powered-lift) who has not maintained competency by passing a revalidation check in the same category of aircraft within 12 months following the initial issue or a revalidation check in the same category of aircraft within the 24 months following the revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft; and
- (b) in the case of a holder of a private pilot licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to -
 - (i) rewrite the air law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a PPL (Powered-lift), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

(7) The holder of a Private Pilot Licence (Powered-lift) who has not flown a minimum of three hours as PIC of helicopters in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Private Pilot Licence (Powered-lift), and meet the recency requirements to act as PIC.

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

61.09.9 The holder of a Private Pilot Licence (Powered-lift) must comply with the recency requirements referred to in Part 91.

SUBPART 10 COMMERCIAL PILOT LICENCE (POWERED-LIFT)

Requirements for Commercial Pilot Licence (Powered-lift)

61.10.1 (1) An applicant for the issue of a Commercial Pilot Licence (Powered-lift) must:

- (a) be 18 years of age or older;
 - (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
 - (c) hold a valid general radiotelephony operator's certificate;
 - (d) produce evidence of holding or having held in the previous 60 months, the following:
 - (i) a valid Private Pilot Licence (Powered-lift);
 - (ii) a valid pilot licence (powered-lift) issued by an appropriate authority; or
 - (iii) a valid Namibian Air Force pilot qualification (powered-lift); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director; and
 - (v) a valid night rating;
 - (e) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
 - (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
 - (g) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
 - (h) have undergone the skills test referred to in regulation 61.10.4.
- (2) An applicant for the issue of a Commercial Pilot Licence (Powered-lift) must have completed not less than:
- (a) 200 hours of flight time, which may include 20 hours of flight instruction time in a FSTD approved for this purpose; or
 - (b) 150 hours of flight time, if he or she has successfully completed the integrated training referred to in regulation 61.01.27.
- (3) The total of 200 hours or 150 hours, as the case may be, referred to in subregulation (2) must include:
- (a) 50 hours as pilot-in-command;
 - (b) 10 hours of cross-country flight time as pilot-in-command, including one flight of not less than 300 nm in the course of which not less than two full-stop landings at different aerodromes away from base have been made;
 - (c) five hours of night flying as pilot-in-command including not less than five take-offs and five landings by night and a cross-country flight of at least three legs, each of a minimum length of 50 NM;
 - (d) 10 hours of instrument flight instruction, of which not more than five hours may have been acquired in a FSTD approved for this purpose; and

- (e) at least five hours instruction in a powered-lift with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine, as applicable.

(4) A Namibia Air Force pilot or a Namibia Air Force navigator applying for a Commercial Pilot Licence (Powered-lift) may apply for equivalency crediting for some or all of the requirements indicated in regulation 61.01.11.

Application for, and issue of, a Commercial Pilot Licence (Powered-lift)

61.10.2 (1) An application for a Commercial Pilot Licence (Powered-lift) must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the practical test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) and (e) of subregulation (1) of regulation 61.10.1;
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of subregulation (1) of regulation 61.10.1;
 - (d) the applicant's flying logbook summarised in the form set out in the Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Commercial Pilot Licence (Powered-lift), if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.10.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) that the applicant complies with the applicable requirements of section 68 of the Act.

(4) A Commercial Pilot Licence (Powered-lift) must be issued in the form determined by the Executive Director.

(5) The holder of a Commercial Pilot Licence (Powered-lift) must, upon receipt of the Commercial Pilot Licence (Powered-lift), immediately affix his or her signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

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

Skills test

61.10.4 (1) An applicant for the issue of a Commercial Pilot Licence (Powered-lift) must undergo the skills test for a Commercial Pilot Licence (Powered-lift), referred to in paragraph (h) of subregulation (1) of regulation 61.10.1, within 30 days of the last period of dual instruction.

(2) An applicant referred to in subregulation (1) must demonstrate to a Designated Flight Examiner, the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence (Powered-lift).

(3) The applicant referred to in subregulation (1) must have undergone the skills test referred to in that subregulation within the 90 days immediately preceding the date of application.

(4) The skills test referred to in subregulation (1) must have been conducted in a complex powered-lift with:

- (a) variable pitch propellers, adjustable flaps and retractable undercarriage;
- (b) turbojet engines; or
- (c) an approved FSTD.

(5) The holder of a Commercial Pilot Licence (Powered-lift) must have flown a minimum of three hours as pilot-in-command of powered-lifts in the six months preceding the relevant skills test.

Period of validity of Commercial Pilot Licence (Powered-lift)

61.10.5 A Commercial Pilot Licence (Powered-lift) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate as prescribed by regulation 61.10.1;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.10.8 annually; and
- (c) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6 (10).

Privileges of Commercial Pilot Licence (Powered-lift)

61.10.6 (1) The holder of a Commercial Pilot Licence (Powered-lift) may not exercise the privileges of that licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in subregulation (1) of regulation 61.01.13;
- (c) complies with the maintenance of competency requirements, and

(d) satisfies the condition set out in section 68(4) of the Act.

(2) The holder of a valid Commercial Pilot Licence (Powered-lift) may, by day under VMC, act as pilot-in-command or co-pilot of any powered-lift for which he or she holds the appropriate valid class rating or type rating.

(3) The holder of a Commercial Pilot Licence (Powered-lift) may fly in compliance with IFR or in IMC, in sight of the surface and clear of cloud, fog, mist within a control zone, after being authorised to do so by the responsible air traffic services unit.

(4) The holder of a valid Commercial Pilot Licence (Powered-lift) may in the type of powered-lift for which he or she is rated, be entitled to:

- (a) exercise all the privileges of a Private Pilot Licence (Powered-lift);
- (b) in operations other than the carrying of passengers or freight for reward, act as pilot-in-command in any powered-lift;
- (c) act as pilot-in-command in commercial air transport operations in any powered-lift certificated for single-pilot operations;
- (d) act as co-pilot in commercial air transport operations in any (powered-lift) required to be operated with a co-pilot;
- (e) act as a safety pilot; and
- (f) exercise all the privileges referred to in this subregulation by night.

(5) The holder of the Commercial Pilot Licence (Powered-lift) licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.05.7, if the holder holds the appropriate valid rating.

Ratings for special purposes and certificate

61.10.7 (1) The ratings for special purposes and certificate associated with a Commercial Pilot Licence (Powered-lift) are:

- (a) an Instrument Rating;
- (b) a flight instructor rating;
- (c) a Test Pilot Rating;
- (d) a Tug Pilot Rating;
- (e) an Aerobatics Rating;
- (f) a Tow Pilot Rating; and
- (g) an Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the applicable regulations in Subpart 18, 20, 21, 25, 26, 27, 31 or 33, as the case may be.

Maintenance of competency

61.10.8 (1) A Commercial Pilot Licence (Powered-lift) must undergo a revalidation check within 12 months from the date of initial issue and after that a revalidation check within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Commercial Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings in a powered-lift of the same type or a similar type, or in an approved FSTD.

(4) The holder of a Commercial Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and landings by night in a powered-lift of the same type or a similar type or in an approved FSTD: Provided that if the holder complies with the provisions of this subregulation, such holder is exempted from the provisions of subregulation (2).

(5) The holder of a Commercial Pilot Licence (Powered-lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been approved by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an approved FSTD or in a powered-lift, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.18.5.

(6) The holder of a Commercial Pilot Licence (Powered-lift) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of a Commercial Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to -
 - (i) rewrite the air law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a CPL (Powered-lift), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

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

- (8) The revalidation check must be undertaken in a powered-lift with:
 - (a) adjustable flaps, retractable undercarriage and variable pitch propellers;
 - (b) a turbojet engine; or
 - (c) an approved FSTD.

Recency requirements for a Commercial Pilot Licence (Powered-lift)

61.10.9 The holder of a Commercial Pilot Licence (Powered-lift) must comply with the recency requirements set out in Part 91.

SUBPART 11 AIRLINE TRANSPORT PILOT LICENCE (POWERED-LIFT)

Requirements for Airline Transport Pilot Licence (Powered-Lift)

61.11.1 (1) An applicant for the issue of an Airline Transport Pilot Licence (Powered-Lift) must:

- (a) be 21 years of age or older;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general radiotelephony operator's certificate;
- (d) produce evidence of holding or having held within the previous 60 months, a valid Instrument Rating and any of the following:
 - (i) a valid Namibian Private Pilot Licence (Powered-lift);
 - (ii) a valid pilot licence (powered-lift) issued by an appropriate authority;
 - (iii) a valid Namibian Air Force pilot qualification (powered-lift); or
 - (iv) a valid Student Pilot Licence where the applicant has completed an integrated training course approved by the Executive Director;
- (e) hold an English Language Proficiency certification set out in Document NAM-CATS-FCL-61;
- (f) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (g) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61 referred to in regulation 61.11.3;
- (h) have undergone the skills test referred to in regulation 61.11.4; and
- (i) have, within the previous 60 months, completed a multi-crew cooperation course.

(2) An applicant for the issue of an Airline Transport Pilot Licence (Powered-Lift) must have completed, in powered-lifts, not less than 1500 hours of flight time, of which:

- (a) 500 hours must be as pilot-in-command-under-supervision; or
- (b) 250 hours must be as pilot-in-command of which up to 150 hours may be pilot-in-command-under-supervision; and
- (c) 200 hours must be cross-country flight time, of which 100 hours may be either as co-pilot or as pilot in command under supervision;
- (d) 75 hours must be instrument time, of which not more than 30 hours may be acquired in FSTD approved for this purpose;
- (e) 100 hours must be night flight time as pilot-in-command; and
- (f) a maximum of 100 hours may be gained in an approved FSTD.

(3) For the purposes of subregulation (2), in the case of single-pilot powered-lifts operated by two pilots according to operational requirements as approved by the Executive Director, both pilots must have successfully completed the multi-crew co-operation training as specified in this Part.

(4) The 1 500 hours flying experience referred to in subregulation (2) may comprise flight time in any of the following capacities:

- (a) as pilot-in-command, counted in full;
- (b) as pilot under instruction (dual), counted in full;
- (c) as co-pilot performing under the supervision of the pilot-in-command the functions and duties of the pilot-in-command, counted in full up to a maximum of 500 hours, provided both pilots have completed multi-crew cooperation training;
- (d) as an appropriately rated co-pilot, counted in full;
- (e) as student pilot-in-command and as student pilot-in-command-under-supervision up to a maximum of 50 hours towards the pilot-in-command time required for the issue of an Airline Transport Pilot Licence (Powered-Lift), counted in full: Provided that the approved ATO, has been authorised by the Executive Director to allow the logging of student pilot-in-command-under-supervision flight time; or
- (f) a maximum of 100 hours may have been completed in an approved FSTD of which a maximum of 25 hours may have been completed in a flight procedures trainer 1 (FNPT 1), or, where the training is provided in an integrated training course, 40 hours in an FNPT II, which may include 10 hours in an FNPT 1.

(5) A Namibia Air Force pilot or a Namibia Air Force navigator may apply for equivalency crediting for some or all of these requirements as indicated in regulation 61.01.11.

Application for, and issue of, an Airline Transport Pilot Licence (Powered-Lift)

61.11.2 (1) An application for an Airline Transport Pilot Licence (Powered-Lift) must be made to the Executive Director on the appropriate form as set out in Document NAM-CATS-FCL 61 within 30 days of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraphs (d) and (e) of subregulation (1) of regulation 61.11.1;
 - (c) the original documentation or certified copies of the documents proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (g) of subregulation (1) of regulation 61.11.1 and regulation 61.01.7;
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airline Transport Pilot Licence (Powered-Lift), if he or she is satisfied:
 - (a) that the applicant complies with the requirements referred to in regulation 61.11.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
 - (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Executive Director must issue an Airline Transport Pilot Licence (Powered-Lift) in the appropriate form determined by the Executive Director.
- (5) The holder of an Airline Transport Pilot Licence (Powered-Lift) must, upon receipt of the Airline Transport Pilot Licence (Powered-Lift), immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.11.3 (1) Applicants for the issued of ATPL (Power-Lift) who obtain credit or a pass for the Airline Transport Pilot Licence (Powered-Lift) subjects have 36 months to obtain an Instrument Rating (IR), and the subjects will remain valid for a period of 60 months from the date of expiry of the last Instrument Flying Revalidation Check.

(2) If an Instrument Rating is not issued within the 36 month period from the date of passing the last CPL/IR or ATPL examination as the case may be, then the air law and procedures examination credit will lapse and candidates will be required to re-take the air law and procedures theoretical knowledge examination.

(3) If an applicant for the issue of ATPL (Power-Lift) has previously passed all ATPL/A theoretical knowledge examinations but was not issued with a within the 36-month period, the amount of credit to be given for the ATPL theoretical knowledge instruction will be at the discretion of the most senior person responsible for training of the approved ATO, and this discretion must be exercised lawfully.

Skills test

61.11.4 (1) An applicant for the issue of an Airline Transport Pilot Licence (Powered-Lift) must have demonstrated to a designated examiner, the ability to perform as pilot-in-command of a powered-lift, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence (Powered-Lift).

(2) The applicant for the issue of an Airline Transport Pilot Licence (Powered-Lift) must have undergone the skills test referred to in subregulation (1) within 60 months of passing the theoretical knowledge examination referred to in regulation 61.11.3 and within the 90 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (2) must have been conducted in a multi-engine powered-lift which is required to be operated with a co-pilot and with:

- (a) variable pitch propellers, adjustable flaps and retractable undercarriage;
- (b) turbine engines; or
- (c) an approved FSTD.

Period of validity of Airline Transport Licence (Powered-lift)

61.11.5 An Airline Transport Pilot Licence (Powered-Lift) is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 medical certificate issued in terms of Part 67;
- (b) the licence holder complies with the maintenance of competency of regulation 61.11.8 annually;
- (c) the licence holder holds a valid Instrument Rating; and
- (d) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in regulation 61.01.6(10), and
- (e) the licence holder satisfies the condition set out in section 68(4) of the Act.

Privileges of Airline Transport Pilot Licence (Powered-Lift)

61.11.6 (1) The holder of an Airline Transport Pilot Licence (Powered-Lift) may not exercise the privileges of the licence unless he or she:

- (a) is in possession of a valid Class 1 medical certificate, issued to him or her in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority as required in regulation 61.01.13;
- (c) complies with the maintenance of competency requirements; and

(d) satisfies the condition set out in section 68(4) of the Act.

(2) Subject to subregulation (1) the holder of a valid Airline Transport Pilot Licence (Powered-Lift) is entitled to:

- (a) exercise all the privileges of a private and Commercial Pilot Licence (Powered-lift);
- (b) act as pilot-in-command of a powered-lift engaged in air transport operations; and
- (c) exercise all the privileges referred to in this subregulation under IFR.

(3) Subject to subregulation (1) the holder of the licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.11.7, if the holder holds the appropriate valid rating.

(4) The holder of an Airline Transport Pilot Licence (Powered-Lift) may not exercise any of the privileges of his or her licence unless such holder has undergone, at any time during the preceding 12 months, a skills test for the issue of a type rating or an Airline Transport Pilot Licence (Powered-Lift) revalidation check.

(5) Any limitation of privileges must be endorsed on the Airline Transport Pilot Licence (Powered-Lift).

Ratings for special purposes and certificate

61.11.7 (1) The ratings for special purposes and for FSTD Authorisation Certificate associated with an Airline Transport Pilot Licence (Powered-Lift) are:

- (a) a Flight Instructor Rating;
- (b) a Test Pilot Rating;
- (c) a Tug Pilot Rating,
- (d) an Aerobatics Rating,
- (e) a Tow Rating; and
- (f) an Agricultural Pilot Rating.

(2) An application for any rating or the certificate referred to in subregulation (1) must be made in accordance with the regulations in Subpart 19, 20, 21, 23, 25, 26, 27, 31 or 33, as the case may be.

Maintenance of competency

61.11.8 (1) The holder of an Airline Transport Pilot Licence (Powered-Lift) must undergo a revalidation check within a period of 12 months calculated from the date of issue or the date of revalidation.

(2) The revalidation check in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of an Airline Transport Pilot Licence (Powered-Lift) may not act as pilot-in-command of a powered-lift transporting passengers by day, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings in a powered-lift of the same type or a similar type or in an approved FSTD.

(4) The holder of an Airline Transport Pilot Licence (Powered-Lift) may not act as pilot-in-command of a powered-lift transporting passengers by night, unless he or she has, within the 90 days immediately preceding the flight executed not less than three take-offs and three landings by night in a powered-lift of the same type or a similar type, or in an approved FSTD: Provided that if the holder complies with the provisions of this subregulation, such holder is exempt from the provisions of subregulation (2).

(5) The holder of an Airline Transport Pilot Licence (Powered-Lift) may not act as pilot-in-command of a powered-lift under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she is the holder of a valid Instrument Rating and, within the 90 days immediately preceding such flight, he or she has, by means of an instrument approach procedure or procedures, which have been established by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches approved FSTD or in a powered-lift, in IMC or simulated IMC; or
- (b) undergone the skills test referred to in regulation 61.11.4.

(6) The holder of an Airline Transport Pilot Licence (Powered-Lift) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same category of aircraft.
- (b) in the case of a holder of an Airline Transport Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law and operational procedures examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (powered-lift), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

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

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

61.11.9 The holder of an Airline Transport Pilot Licence (Powered-Lift) must comply with the recency requirements referred to in Part 91.

SUBPART 12 GLIDER PILOT LICENCE**Requirements for Glider Pilot Licence**

61.12.1 (1) An applicant for the issue of a Glider Pilot Licence must:

- (a) be 16 years of age or older;
- (b) hold at least a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (c) hold a valid restricted radiotelephony operator's certificate;
- (d) show evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a pilot licence (glider) issued by an appropriate authority;
 - (ii) a Namibian private pilot licence qualification (aeroplane); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62.
- (e) have successfully completed the training set out in Document NAM-CATS-FCL 61 at an approved ATO;
- (f) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL 61; and
- (g) have undergone the skill test referred to in regulation 61.12.4.

(2) An applicant for the issue of a Glider Pilot Licence must:

- (a) have completed not less than six hours of flight time in a glider suitable for cross-country flights, of which not less than two hours must be solo flight time during which he or she must perform not less than 20 launches and landings; or
- (b) if the applicant is the holder of a pilot licence issued in terms of Subpart 3, 5 or 7, as the case may be, have completed not less than three hours of flight time, of which not less than one hour must be solo flight time during which he or she must perform not less than 10 launches and landings.

(3) The applicant for the issue of a Glider Pilot Licence must have gained, under appropriate supervision, operational experience in gliders in the following areas:

- (a) pre-flight operations, including glider assembly and inspection;
- (b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
- (c) traffic pattern operations, collision avoidance precautions and procedures;

- (d) control of the glider by external visual reference;
- (e) flight throughout the flight envelope;
- (f) recognition of, and recovery from, incipient and full stalls and spiral dives;
- (g) normal and crosswind launches, approaches and landings;
- (h) cross-country flying using visual reference and dead reckoning; and
- (i) emergency procedures.

(4) The training, theoretical knowledge examinations and skills test for the applicant of a Glider Pilot Licence must include:

- (a) the specific launch method used for the appropriate type of glider; and
- (b) the completion of a minimum of 40 flights, including 20 solo flights and 10 launches.

(5) If the holder of a Glider Pilot Licence is to carry passengers on board, the applicant must have completed not less than 10 hours of flight time in a glider suitable for cross-country flights of which not less than four hours must be solo flight time during which he or she must perform not less than 30 launches and landings.

(6) Namibian Air Force pilots applying for a Glider Pilot Licence may apply for equivalency crediting for some or all of the requirements indicated in regulation 61.01.11.

Application for, and issue of, a Glider Pilot Licence

61.12.2 (1) An application for a Glider Pilot Licence must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of taking the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of subregulation (1) of regulation 61.12.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of subregulation (1) of 61.12.1;
 - (d) the applicant's flying logbook summarised in the form as set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of this Part or Part 62; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Glider Pilot Licence, if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.12.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) complies with the applicable requirements of section 68 of the Act.

(4) The Executive Director must issue the Glider Pilot Licence in the form determined by the Executive Director.

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

Theoretical knowledge examination

61.12.3 An applicant for the issue of a Glider Pilot Licence must have passed the appropriate written examination referred to in paragraph (f) of subregulation (1) of regulation 61.12.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Glider Pilot Licence.

Skills test

61.12.4 (1) An applicant for the issue of a Glider Pilot Licence must demonstrate the ability to perform, as pilot-in-command of a glider, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61 with a degree of competency appropriate to the privileges granted to the holder of a Glider Pilot Licence, to:

- (a) to a Chief Flying Instructor of an approved ATO with an examiner designation; or
- (b) a Grade II flight instructor (Glider) appointed in terms of Document NAM-CATS-FCL 61 by the chief flying instructor of the approved ATO with an examiner designation.

(2) The applicant must referred to in subregulation (1) have undergone the skills test referred to in that subregulation within the 90 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (1) must be conducted in a Glider and must include the requirements of regulation 61.12.1.

(4) The holder of a Glider Pilot Licence must have flown a minimum of two hours as pilot of gliders in the six months preceding the relevant skills test.

Period of validity of Glider Pilot Licence

61.12.5 A Glider Pilot Licence is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.12.8 annually; and

- (c) the licence holder pays currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last three pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Privileges of Glider Pilot Licence

61.12.6 (1) For the purposes of this regulation “remuneration” does not include the pro rata sharing of the direct operating costs of a flight among the occupants of a glider.

(2) The holder of a Glider Pilot Licence may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (b) has a copy of the medical certificate submitted to the Authority, as required in regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.12.8, and
- (d) satisfies the condition set out in section 68(4) of the Act.

(3) The holder of a Glider Pilot Licence may, by day under VMC, act as pilot-in-command of any glider for which he or she is type rated.

(4) Subject to subregulation (1) the holder of the Glider Pilot Licence is entitled to exercise the privileges of the licence for any of the special purposes referred to in regulation 61.12.7, in a glider which has been certificated in terms of these regulations for such use and if the holder holds the appropriate valid rating.

(5) The holder of a Glider Pilot Licence with Tow Rating may act as pilot of a glider being launched by the tow method.

(6) The holder of a Glider Pilot Licence may use the launch method for which the requirements of regulation 12.01.1(3) have been completed.

(7) The holder of a Glider Pilot Licence:

- (a) may not act as pilot-in-command of a glider that is carrying passengers or freight for reward or hire;
- (b) may not be remunerated for piloting a glider; and
- (c) may act as a pilot-in command of a glider in the course of his or her own or employer’s business: Provided that:
 - (i) the flight is only incidental to that business or employment; and
 - (ii) the glider does not carry passengers or freight for reward or hire.

Ratings for special purposes

61.12.7 (1) The ratings for special purposes associated with a Glider Pilot Licence are:

- (a) a Flight Instructor Rating; and
- (b) Tow Rating.

(2) An application for the ratings referred to in subregulation (1) must be made in accordance with the Regulations in Subpart 20, 21 or 27, as the case may be.

(3) The Glider Pilot Licence may be issued with an tow launch rating endorsement if:

- (a) the pilot has completed both the theoretical knowledge examinations and skills test for a Tow Rating specific to the tow launch method; and
- (b) a minimum of 40 flights, including 20 solo flights and 10 tow launches, have been completed.

Maintenance of competency

61.12.8 (1) The holder of a Glider Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Glider Pilot Licence may not act as pilot-in-command of a glider with passengers on board unless he or she has, within the 90 days immediately preceding the flight on which such passenger is to be transported, executed not less than three launches and three landings in a glider of the same type.

(4) The holder of a Glider Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a Glider Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and
 - (ii) pass a revalidation check in the same type of glider;
- (b) in the case of a holder of a Glider Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least three hours as pilot-in-command; and

- (iii) pass an initial licence skills test in the same type of glider.

(5) The holder of a Glider Pilot Licence who has not flown a minimum of three hours as PIC of gliders in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Glider Pilot Licence, and meet the recency requirements to act as PIC.

Recency requirements for a Glider Pilot Licence

61.12.9 The holder of a Glider Pilot Licence must comply with the recency requirements referred to in Part 91.

SUBPART 13 FREE BALLOON PILOT LICENCE

Requirements for Free Balloon Pilot Licence

61.13.1 (1) An applicant for the issue of a Free Balloon Pilot Licence must:

- (a) be 16 years of age or older;
- (b) hold at least a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (c) hold a valid restricted radiotelephony operator's certificate;
- (d) show acceptable evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a pilot licence (free balloon) issued by an appropriate authority;
 - (ii) a Namibian private pilot licence qualification (aeroplane); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
- (e) have successfully completed the training set out in Document NAM-CATS-61 with an approved ATO;
- (f) have passed the theoretical knowledge examination set out in Document NAM-CATS-61; and
- (g) have undergone the skill test referred to in regulation 61.13.4.

(2) An applicant for the issue of a Free Balloon Pilot Licence must have completed not less than 16 hours aloft with not less than eight launches and ascents under dual instruction with a free balloon flight instructor, and one launch and ascent must be solo.

(3) The dual instruction referred to in subregulation (2) must include operational experience in free balloons under supervision of the Free Balloon flight instructor that includes:

- (a) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
- (b) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
- (c) collision avoidance precautions;

- (d) control of the free balloon by external visual reference;
- (e) recognition of, and recovery from, rapid descents;
- (f) approaches and landings, including ground handling; and
- (g) emergency procedures.

(4) The experience referred to in subregulation (2) must include one cross-country flight using visual reference and dead reckoning.

(5) If the privileges of the Free Balloon Pilot Licence are to be exercised at night, the applicant must have gained, under supervision, at least three hours aloft at night with two launches and ascents.

(6) If passengers are to be carried for remuneration or hire on the Free Balloon, the applicant for the issue of the Free Balloon Pilot Licence must have gained 35 hours of flight time including 20 hours as a pilot in command of a free balloon.

Application for, and issue of, a Free Balloon Pilot Licence

61.13.2 (1) An application for a Free Balloon Pilot Licence must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
- (a) a valid Class 1 or Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of subregulation (1) of regulation 61.13.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of subregulation (1) of regulation 61.13.1;
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or 62; and
 - (g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Free Balloon Pilot Licence, if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.13.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and

- (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Executive Director must issue a Free Balloon Pilot Licence in the appropriate form determined by the Executive Director.
- (5) The holder of a Free Balloon Pilot Licence must, upon receipt of the Free Balloon Pilot Licence, immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.13.3 An applicant for the issue of a Free Balloon Pilot Licence must have passed the appropriate written examination referred to in paragraph (f) of subregulation (1) of regulation 61.13.1 within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Free Balloon Pilot Licence.

Skills test

61.13.4 (1) An applicant for the issue of a Free Balloon Pilot Licence must demonstrate the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Free Balloon Pilot Licence, to:

- (a) a Chief Flying Instructor of an approved ATO, with an examiner designation; or
 - (b) free balloon Grade I or II flight instructor appointed in terms of Document NAM-CATS-FCL 61 by the chief flying instructor of the approved ATO, with an examiner designation.
- (2) The applicant for a Free Balloon Pilot Licence must have undergone the skill test referred to in subregulation (1), within the 90 days immediately preceding the date of application.
- (3) The skills test referred to in subregulation (1) must be conducted in a free balloon.
- (4) The holder of a Free Balloon Pilot Licence must have flown a minimum of two hours as pilot of free balloons in the six months preceding the relevant skills test.

Period of validity of Free Balloon Pilot Licence

61.13.5 A Free Balloon Pilot Licence is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 2 medical certificate issued in terms of Part 67;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.13.8 annually; and
- (c) the licence holder pays the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Privileges of Free Balloon Pilot Licence

61.13.6 (1) The holder of a Free Balloon Pilot Licence may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority, as required in regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.13.8.and;
- (d) satisfies the condition set out in section 68(4) of the Act.

(2) Subject to the requirements of the subregulation (1) the holder of a valid Free Balloon Pilot Licence is entitled to act as pilot-in-command of any free balloon engaged in non-revenue flights for which the holder is type rated, in VMC by day.

(3) The holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.13.7, if the holder holds the appropriate valid rating.

(4) The holder of a Free Balloon Pilot Licence:

- (a) may not act as pilot-in-command of a Free Balloon that is carrying passengers or freight for hire or reward;
- (b) may not be remunerated or rewarded for piloting a Free Balloon; and
- (c) may act as a pilot-in command of a Free Balloon in the course of his or her own or employer's business: Provided that:
 - (i) the flight is only incidental to that business or employment; and
 - (ii) the free balloon does not carry passengers or freight for reward or hire.

Ratings for special purposes

61.13.7 (1) The ratings for special purposes associated with a Free Balloon Pilot Licence are a night rating and a Free Balloon Flight Instructor Rating (Grade III and Grade II).

(2) An application for the ratings referred to in subregulation (1) must be made in accordance with the Regulations in Subpart 20 or 21 and 24.

Maintenance of competency

61.13.8 (1) The holder of a Free Balloon Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Free Balloon Pilot Licence may not act as pilot-in-command of a free balloon with passengers on board unless he or she has, within the 90 days immediately preceding the flight executed not less than three launches and ascents in a free balloon of the same type.

(4) The holder of a Free Balloon Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a Free Balloon Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (ii) pass a revalidation check in the same type of free balloon.
- (b) in the case of a holder of a Free Balloon Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (iii) pass an initial licence skills test in the same type of free balloon.

(5) The holder of a Free Balloon Pilot Licence who has not flown a minimum of three hours as PI of gliders in the six months preceding a revalidation check must -

- (a) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Free Balloon Pilot Licence; and
- (b) meet the recency requirements to act as PI.

Recency requirements for a Free Balloon Pilot Licence

61.13.9 The holder of a Free Balloon Pilot Licence must comply with the recency requirements referred to in Part 91.

SUBPART 14 COMMERCIAL FREE BALLOON PILOT LICENCE

Requirements for Commercial Free Balloon Pilot Licence

61.14.1 (1) An applicant who applies for the issuing of a Commercial Free Balloon Pilot Licence must:

- (a) be 18 years of age or older;
- (b) hold a valid Class 2 medical certificate issued in terms of Part 67;
- (c) hold a valid general radiotelephony operator's certificate;
- (d) show evidence of holding a valid Free Balloon Pilot Licence or having held, within the previous 60 months, any of the following -

- (i) a pilot licence (free balloon) issued by an appropriate authority;
 - (ii) a Namibian Student Pilot Licence qualification (free balloon); or
 - (iii) a Recreational Pilot Licence issued in terms of Part 62;
- (e) have successfully completed the training set out in NAM-CATS-FCL-61 with an approved ATO;
- (f) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL-61;
- (g) have undergone the skills test referred to in regulation 61.14.4; and
- (h) meet the requirements of the Act.
- (2) An applicant who applies for the issuing of a Commercial Free Balloon Pilot Licence must have completed not less than 50 hours aloft with not less than 20 launches and ascents as the solo pilot.
- (3) The experience referred to in subregulation (2) must include the following:
- (a) at least 20 hours commercial operational experience in free balloons under supervision of a Free Balloon flight instructor;
 - (b) at least one cross-country flight using visual reference and dead reckoning; and
 - (c) if the privileges of the licence are to be exercised at night, the applicant must have gained, under supervision, at least five hours aloft at night with three launches and ascents.

Application for, and issue of, a Commercial Free Balloon Pilot Licence

61.14.2 (1) An application for a Commercial Free Balloon Pilot Licence must be made to the Executive Director on the appropriate form as set out in Document NAM-CATS-FCL 61 within 30 days of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
- (a) a valid Class 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of subregulation (1) of regulation 61.14.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of subregulation (1) of regulation 61.14.1;
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of this Part or Part 62; and

(g) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a Commercial Free Balloon Pilot Licence, if he or she is satisfied:

- (a) that the applicant complies with the requirements referred to in regulation 61.03.1;
- (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and
- (c) complies with the applicable requirements of section 68 of the Act.

(4) The Executive Director must issue a Commercial Free Balloon Pilot Licence in the form determined by the Executive Director.

(5) The holder of a Commercial Free Balloon Pilot Licence must, upon receipt of the Commercial Free Balloon Pilot Licence, immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.14.3 An applicant for the issue of a Commercial Free Balloon Pilot Licence must have passed the appropriate written examination referred to in paragraph (f) of subregulation (1) of regulation 61.14.1 within a period of 36 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Commercial Free Balloon Pilot Licence.

Skills test

61.14.4 (1) An applicant who applies for the issuing of a Commercial Free Balloon Pilot Licence must demonstrate to a designated examiner, the ability to perform, as pilot-in-command of a free balloon, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Free Balloon Pilot Licence for commercial purposes.

(2) The applicant must have undergone the skills test referred to in subregulation (1), within the 90 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (1) must be conducted in a free balloon.

(4) The holder of a Commercial Free Balloon Pilot Licence must have flown a minimum of three hours as pilot of free balloons in the six months preceding the relevant skills test.

Period of validity of Commercial Free Balloon Pilot Licence

61.14.5 A Commercial Free Balloon Pilot Licence is valid subject to the condition that:

- (a) the licence is accompanied by a valid Class 2 medical certificate issued in terms of Part 67;
- (b) the licence holder complies with the maintenance of competency in terms of regulation 61.14.8 annually; and

- (c) the licence holder pays currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months, as required in subregulation (10) of regulation 61.01.6.

Privileges of a Commercial Free Balloon Pilot Licence

61.14.6 (1) The holder of a Commercial Free Balloon Pilot Licence may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 2 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority, as required in regulation 61.01.13; and
- (c) complies with the requirements for maintenance of competency in regulation 61.14.8.

(2) Subject to the requirements of the subregulation (1) the holder of a valid Commercial Free Balloon Pilot Licence is entitled to:

- (a) exercise all the privileges of a Free Balloon Pilot Licence; and
- (b) act as pilot-in-command in commercial balloon operations, in any free balloon which has been certificated for use in commercial operations and for which the holder is type rated.

(3) The holder of the Commercial Free Balloon Pilot Licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.14.7, if the holder holds the appropriate valid rating.

Ratings for special purposes

61.14.7 (1) The ratings for special purposes associated with a Commercial Free Balloon Pilot Licence are a night rating and a free balloon flight instructor rating.

(2) An application for the rating referred to in subregulation (1) must be made in accordance with the Regulations in Subpart 19, 20 or 21 and 24.

Maintenance of competency

61.14.8 (1) The holder of a Commercial Free Balloon Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence or from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Commercial Free Balloon Pilot Licence may not act as pilot-in-command of a free balloon transporting passengers unless he or she has, within the 90 days immediately preceding the flight executed not less than three launches and ascents in a free balloon of the same type.

(4) The holder of a Commercial Free Balloon Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a Commercial Free Balloon Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (ii) pass a revalidation check in the same type of free balloon.
- (b) in the case of a holder of a Commercial Free Balloon Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Free Balloon Pilot Licence, and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same type of free balloon.

(5) The holder of a Commercial Free Balloon Pilot Licence who has not flown a minimum of six hours as PIC of free balloons in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Free Balloon Pilot Licence, and meet the recency requirements to act as PIC.

Recency requirements for a Commercial Free Balloon Pilot Licence

61.14.9 The holder of a Commercial Free Balloon Pilot Licence must comply with the recency requirements referred to in Part 91.

SUBPART 15 AIRSHIP PILOT LICENCE

Requirements for Airship Pilot Licence

- 61.15.1** (1) An applicant who applies for the issuing of an Airship Pilot Licence must:
- (a) be 17 years of age or older;
 - (b) hold at least a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
 - (c) hold a valid restricted radiotelephony operator's certificate;
 - (d) show evidence of holding a valid Student Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) a pilot licence (airship) issued by an appropriate authority; or
 - (ii) a Recreational Pilot Licence issued in terms of Part 62;

- (e) have successfully completed the training set out in Document NAM-CATS-FCL-61 with an approved ATO;
- (f) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL-61; and
- (g) have undergone the skills test referred to in regulation 61.15.4.

(2) An applicant who applies for the issuing of an Airship Pilot Licence must have completed not less than 25 hours as pilot of airships with not less than:

- (a) five hours as pilot in command under supervision including eight ascents under dual instruction with an airship flight instructor;
- (b) three hours of cross-country flight in an airship of not less than 25 NM, including five ascents and full stop landings at different aerodromes with each landing involving a flight in the traffic pattern at the aerodrome; and
- (c) three hours of instrument instruction time.

Application for, and issue of, an Airship Pilot Licence

61.15.2 (1) An application for an Airship Pilot Licence must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the practical skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 or 2 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of subregulation (1) of regulation 61.15.1;
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of subregulation (1) of regulation 61.15.1;
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue an Airship Pilot Licence, if he or she is satisfied:
 - (a) that the applicant complies with the requirements referred to in regulation 61.15.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and

- (c) complies with the applicable requirements of section 68 of the Act.
- (4) The Executive Director must issue an Airship Pilot Licence in the form determined by the Executive Director.
- (5) The holder of an Airship Pilot Licence must, upon receipt of the Airship Pilot Licence, immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.15.3 An applicant for the issue of an Airship Pilot Licence must have passed the appropriate written examination referred to in paragraph (f) of subregulation (1) of regulation 61.15.(1) within a period of 12 months and have passed the last theoretical knowledge examination within six months preceding the skills test for an Airship Pilot Licence.

Skills test

61.15.4 (1) An applicant who applies for the issuing of an Airship Pilot Licence must demonstrate the ability to perform, as pilot-in-command of an airship, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Airship Pilot Licence, to:

- (a) Chief Flying Instructor of an approved ATO, with an examiner designation; or
 - (b) airship flight instructor Grade I or II appointed in terms of Document NAM-CATS-FCL 61 by the Chief Flying Instructor of the approved ATO, with an examiner designation.
- (2) The applicant for Airship Pilot Licence must have undergone the skills test referred to in subregulation (1) within the 90 days immediately preceding the date of application.
- (3) The skills test referred to in subregulation (1) must be conducted in an airship.
- (4) The holder of an Airship Pilot Licence must have flown a minimum of three hours as pilot of airships in the six months preceding the relevant skills test.

Period of validity of Airship Pilot Licence

61.15.5 An Airship Pilot Licence is valid subject to the condition that:

- (a) the licence must be accompanied by a valid Class 1 or Class 2 medical certificate issued in terms of Part 67;
- (b) the licence holder must comply with the maintenance of competency in terms of regulation 61.15.8, annually; and
- (c) the licence holder must submit the currency fee prescribed in regulation 61.01.28 accompanied by certified copies of the last 3 pages of the logbook containing entries indicating a record of flight times, an annual summary indicating flight time per category, class, type and total time as well as certified copies of any endorsements entered into the logbook in the preceding 12 months.

Privileges of Airship Pilot Licence

61.15.6 (1) The holder of an Airship Pilot Licence may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 or 2 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority, as required in regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.15.8, and
- (d) satisfies the condition set out in section 68(4) of the Act.

(2) The holder of a valid Airship Pilot Licence is entitled to act as pilot-in-command of any airship engaged in non-revenue flights for which the holder is type rated, in VMC by day.

(3) Subject to subregulation (1)(d), the holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.15.7, if the holder holds the appropriate valid rating.

(4) The holder of an Airship Pilot Licence:

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

Ratings for special purposes

61.15.7 (1) The ratings for special purposes associated with an Airship Pilot Licence are a night rating and an airship flight instructor rating (Grade III and Grade II).

(2) An application for the ratings referred to in subregulation (1) must be made in accordance with the regulations in Subpart 20 or 21 and Subpart 24.

Maintenance of competency

61.15.8 (1) The holder of an Airship Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and after that within a period of 24 months calculated from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of an Airship Pilot Licence may not act as pilot-in-command of an airship with passengers on board unless he or she has, within the 90 days immediately preceding the flight executed not less than three ascents in an airship of the same type.

(4) The holder of an Airship Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of an Airship Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:
 - (i) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (ii) pass a revalidation check in the same type of airship.
- (b) in the case of a holder of an Airship Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (iii) pass an initial licence skills test in the same type of airship.

(5) The holder of an Airship Pilot Licence who has not flown a minimum of three hours as PIC of airships in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an Airship Pilot Licence, and meet the recency requirements to act as PIC.

Recency requirements for an Airship Pilot Licence

61.15.9 The holder of an Airship Pilot Licence must comply with the recency requirements referred to in Part 91.

SUBPART 16 COMMERCIAL AIRSHIP PILOT LICENCE

Requirements for a Commercial Airship Pilot Licence

61.16.1 (1) An applicant who applies to be issued with a Commercial Airship Pilot Licence must:

- (a) be 18 years of age or older;
- (b) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (c) hold a valid general radiotelephony operator's certificate;
- (d) show evidence of holding a valid Airship Pilot Licence or having held, within the previous 60 months, any of the following:
 - (i) an Airship Pilot Licence issued by an appropriate authority; or
 - (ii) a Recreational Pilot Licence issued in terms of Part 62;
- (e) have successfully completed the training set out in Document NAM-CATS-FCL-61 with an approved ATO;

- (f) have passed the theoretical knowledge examination set out in Document NAM-CATS-FCL-61; and
 - (g) have undergone the skills test referred to in regulation 61.16.4.
- (2) An applicant for the issuing of a Commercial Airship Pilot Licence must have completed not less than 200 hours as a pilot, which must include:
- (a) not less than 50 hours as pilot of airships;
 - (b) 30 hours in an airship as pilot in command under supervision, which must include 10 hours of cross-country flight time and 10 hours of night flight time;
 - (c) 40 hours of instrument instruction time of which 20 hours is in flight and 10 hours in flight in airships; and
 - (d) 20 hours of flight instruction in the training areas specified in Document NAM-CATS-FCL-61.

Application for, and issue of, a Commercial Airship Pilot Licence

61.16.2 (1) An application for a Commercial Airship Pilot Licence must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61 within 30 days of the skills test.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) a valid Class 1 medical certificate, issued in terms of Part 67;
 - (b) documentary evidence of compliance with paragraph (d) of subregulation (1) of regulation 61.16.1(1);
 - (c) the original documentation proving that the applicant has passed the theoretical knowledge examination referred to in paragraph (f) of subregulation (1) of regulation 61.16.1;
 - (d) the applicant's flying logbook summarised in the form set out in Document NAM-CATS-FCL 61;
 - (e) the skills test report set out in Document NAM-CATS-FCL 61;
 - (f) two recent passport-size photographs of the applicant, unless such applicant is the holder of another pilot licence issued in terms of Part 61 or Part 62; and
 - (g) the appropriate fee as prescribed in Part 187.
- (3) The Executive Director must issue a Commercial Airship Pilot Licence, if he or she is satisfied:
 - (a) that the applicant complies with the requirements referred to in regulation 61.16.1;
 - (b) that the applicant is a fit and proper person within the meaning of section 69 of the Act to exercise the privileges of an aviation document in accordance with the provisions of the Act; and

- (c) complies with the applicable requirements of section 68 of the Act.
- (4) A Commercial Airship Pilot Licence must be issued in the form determined by the Executive Director.
- (5) The holder of a Commercial Airship Pilot Licence must, upon receipt of the Commercial Airship Pilot Licence, immediately affix his or her usual signature on the licence in ink in the space provided for such purpose.

Theoretical knowledge examination

61.16.3 An applicant for the issue of a Commercial Airship Pilot Licence must have passed the appropriate written examination referred to in paragraph (f) of subregulation (1) of regulation 61.16.1 within a period of 36 months and have passed the last theoretical knowledge examination within six months preceding the skills test for a Commercial Airship Pilot Licence.

Skills test

61.16.4 (1) An applicant who applies for the issue of a Commercial Airship Pilot Licence must demonstrate to a designated examiner, the ability to perform, as pilot-in-command of an airship, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Airship Pilot Licence.

(2) The applicant who applies for a Commercial Airship Licence must have undergone the skills test referred to in subregulation (1), within the 90 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (1) must be conducted in an airship.

(4) The holder of a Commercial Airship Pilot Licence must have flown a minimum of three hours as pilot of airships in the six months preceding the relevant skills test.

Period of validity of Commercial Airship Pilot Licence

61.16.5 A Commercial Airship Pilot Licence is valid subject to the condition that:

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

Privileges of Airship Pilot Licence for commercial purposes

61.16.6 (1) The holder of a Commercial Airship Pilot Licence may not exercise the privileges of that licence unless he or she:

- (a) holds a valid Class 1 medical certificate issued in terms of Part 67;
- (b) has submitted a copy of the medical certificate to the Authority, as required in regulation 61.01.13;
- (c) complies with the requirements for maintenance of competency in regulation 61.16.8; and
- (d) satisfies the condition set out in section 68(4) of the Act.

(2) Subject to the requirements of subregulation (1) the holder of a valid Commercial Airship Pilot Licence is entitled to:

- (a) exercise all the privileges of an Airship Pilot Licence; and
- (b) act as pilot-in-command in commercial operations, in any airship which has been certificated for use in such commercial operations and for which the holder is type rated.

(3) The holder of the licence is entitled to exercise the privileges of the licence for the special purposes referred to in regulation 61.16.7, if the holder holds the appropriate valid rating.

Ratings for special purposes

61.16.7 (1) The ratings for special purposes associated with a Commercial Airship Pilot Licence are a night rating and an airship flight instructor rating.

(2) An application for the ratings referred to in subregulation (1) must be made in accordance with the regulations in Subpart 19, 20 or 21 and 24.

Maintenance of competency

61.16.8 (1) The holder of a Commercial Airship Pilot Licence must undergo a revalidation check within 12 months from the date of initial issue of the licence and from the date of revalidation.

(2) The revalidation check referred to in subregulation (1) must be completed within 90 days prior to expiry of the class or type rating of the licence.

(3) The holder of a Commercial Airship Pilot Licence may not act as pilot-in-command of an airship transporting passengers unless he or she has, within the 90 days immediately preceding the flight executed not less than three ascents in an airship of the same type.

(4) The holder of a Commercial Airship Pilot Licence who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 12 months following the issue or revalidation of such licence must comply with the following requirements:

- (a) in the case of a holder of a Commercial Airship Pilot Licence where the maintenance of competency has lapsed by less than 36 months, the licence holder is required to:

- (i) undergo a minimum of one period of dual flight instruction and fly at least three hours aloft under supervision; and
 - (ii) pass a revalidation check in the same type of airship;
- (b) in the case of a holder of a Commercial Airship Pilot Licence where the maintenance of competency has lapsed by more than 36 months, the licence holder is required to:
 - (i) rewrite the air law examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Airship Pilot Licence, and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same type of airship.

(5) The holder of a Commercial Airship Pilot Licence who has not flown a minimum of six hours as PIC of airships in the six months preceding a revalidation check must undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Commercial Airship Pilot Licence and meet the recency requirements to act as PIC.

Recency requirements for a Commercial Airship Pilot Licence

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

SUBPART 17 CLASS AND TYPE RATINGS

Requirements for and the issue of class and type ratings

61.17.1 (1) This Subpart applies to the issuing, revalidating and reissuing of Namibian pilot class and type ratings and warbird type endorsements and the privileges and limitations of such class and type ratings and warbird type endorsements.

(2) An aircraft class rating is required in order to pilot all types of aircraft within a particular aircraft class.

(3) A class rating is required for all single-pilot aircraft, except for those falling outside the classes defined in paragraph (b) of subregulation (1) of regulation 61.01.4, or as designated by the Executive Director in terms of paragraph (d) of subregulation (1) of regulation 61.01.4 as requiring a type rating.

(4) An aircraft type rating is required in order to pilot a type of aircraft that is not included within any of the aircraft classes set out in paragraph (b) of subregulation (1) of regulation 61.01.4.

(5) A type rating is required for all MP aircraft, other aircraft and warbirds as indicated in this Subpart.

(6) All licence endorsements in respect of aircraft class and type ratings are set out in Document NAM-CATS-FCL 61.

(7) Although an applicant will have an endorsement in his or her licence for a class rating, a change to another type or variant of the aeroplane within one class rating will require differences training, as indicated in Tables 1-10 of NAM-CATS-FCL 61.17.8 and such training must be endorsed into the pilot logbook.

(8) Differences training is also required for a transition between different types within a class rating.

(9) The differences training form set out in Document NAM-CATS-FCL 61 must be forwarded to the Executive Director within 30 days of completion of the training.

(10) An applicant for a type rating in respect of a MP aeroplane must have:

- (a) at least 100 hours experience as pilot-in-command of aeroplanes;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed an appropriate written examination set out in Document NAM-CATS-FCL 61; and
- (d) passed appropriate skills test referred to in this Subpart with an appropriately rated Designated Flight Examiner (Aeroplanes).

(11) An applicant for a class or type rating, as the case may be, in respect of a single-pilot multi-engine aeroplane must have:

- (a) at least 70 hours as pilot-in-command of aeroplanes;
- (b) successfully completed appropriate training referred to this subpart;
- (c) passed appropriate written examinations set out in Document NAM-CATS-FCL 61; and
- (d) passed appropriate skills test referred to in this Subpart.

(12) An applicant for a type rating in respect of a MP helicopter must have:

- (a) at least 100 hours as pilot-in-command of helicopters;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
- (d) passed appropriate skills test referred to in this Subpart carried out by a Designated Flight Examiner (Helicopters).

(13) An applicant for a class rating in respect of a single-pilot helicopter must have:

- (a) at least 25 hours flight time on helicopters of which a minimum of three hours must be as pilot-in-command of helicopters;
- (b) successfully completed appropriate training referred to in this Subpart;
- (c) passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
- (d) passed appropriate skills test referred to in this Subpart.

- (14) An applicant for a type rating in respect of a warbird type aircraft must:
 - (a) hold the category and class rating for the relevant aircraft;
 - (b) have successfully completed appropriate training referred to in this Subpart;
 - (c) have passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
 - (d) have passed appropriate skills test referred to in this Subpart.
- (15) An applicant for a type rating in respect of a powered-lift aircraft must:
 - (a) hold the category and class rating for the relevant aircraft;
 - (b) have successfully completed appropriate training referred to in this Subpart;
 - (c) have passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
 - (d) have passed appropriate skills test referred to in this Subpart.
- (16) An applicant for a type rating in respect of a glider must:
 - (a) hold the category and class rating for the relevant glider;
 - (b) have successfully completed appropriate training referred to in this subpart;
 - (c) have passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
 - (d) have passed appropriate skills test referred to in this Subpart.

(17) An applicant for the issuing of an initial type rating for a touring motor glider must have completed not less than 35 hours flight time as a pilot of a touring motor glider which must include a minimum total of 40 flights, including 20 solo flights: Provided that the solo flights include a minimum of 15 hours of solo flight time, which includes- one flight of minimum 30 minutes flight time continuous engine off, with:

- (a) a shutdown not exceeding 3000 ft. AGL of the intended landing site; and
- (b) a soaring circuit and engine off landing;
- (c) two dual cross-country flights with a duration of not less than 90 minutes flown at normal cruising speed, of which at least one will be a navigation test;
- (d) one solo cross-country flight, duration of not less than 90 minutes flown at normal cruising speed including a full stop landing at a point other than the point of departure and destination (with no engine shutdown or soaring requirement); and
- (e) at least one dual and one solo flight into controlled airspace, including a full stop landing and take-off at a controlled airfield.

(18) An applicant for the issuing of an additional type rating for a touring motor glider must have completed not less than two flights of which one must be a solo flight of a minimum of one hour flying time including at least three take offs and landings during this time and must:

- (a) undergo a skills test with a Grade I or II instructor with the appropriate type rating as set out in Document NAM FCL-CATS 61;
- (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 set out in Document NAM-CATS 61.

(19) An applicant with experience in microlight aeroplanes or light sport aeroplanes or the holder of another pilot licence issued in terms of this Part, may apply for an exemption from the requirements specified under subregulation (14) and (15) in accordance with Part 3 of the Regulations.

(20) An applicant who is the holder of a Recreational Pilot licence with a category rating for gyroplanes or weight-shift controlled microlight aeroplane, referred to in Subpart, the applicant may apply for an exemption from the requirements in terms of Part 3 of the regulation 61.03.1(2)(b).

(21) An applicant for the issuing of an initial type rating for conventional or power assisted gliders must have completed not less than 40 flights as a pilot of a conventional glider or power assisted glider which must include:

- (a) a minimum total of 20 solo flights;
- (b) a minimum of 10 flights accumulated per launch method;
- (c) a minimum of six hours of solo flight, of which;
 - (i) one flight must be at least two hours;
 - (ii) one flight of minimum 30 minutes flight time (for powered assisted gliders with engine off), with the launch not exceeding 3000 ft. AGL of the intended landing site; and an ascend of at least two times the launch height, (for powered assisted gliders engine off).

(22) An applicant for the issuing of an additional type rating by name, in the category conventional or power assisted glider must have completed not less than:

- (a) minimum total of one flight, including one solo flight; and
- (b) one flight of minimum 30 minutes flight time.

(23) To obtain a first type rating for a conventional or power assisted glider, an applicant may be credited with dual instruction flights on a touring motor glider, accumulated in the category touring motor gliders, towards the minimum total flights required under regulation 61.01.20.

(24) An applicant with reasonable experience on a type in the other class who wants to obtain a type rating for conventional or power assisted gliders, the applicant must complete not less than:

- (a) a minimum total of one flight, including one solo flight; and
- (b) one flight of not less than 30 minutes flight time.

(25) An applicant with experience as the holder of a recreational pilot licence or the holder of a pilot licence issued in terms of this Part, may apply for an exemption from the requirements in terms of Subpart 3 of the Regulations, for a conventional or power assisted glider first type rating, if the applicant meet the minimum requirements referred to in subregulation (21).

(26) An applicant for a type rating in respect of a free balloon aircraft must:

- (a) hold the category and class rating for the relevant free balloon;
- (b) have successfully completed appropriate training referred to in this Subpart;
- (c) have passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
- (d) have passed appropriate skills test referred to in this Subpart.

(27) An applicant for a type rating in respect of an airship must:

- (a) hold the category and class rating for the relevant airship;
- (b) have successfully completed appropriate training referred to in this subpart;
- (c) have passed the appropriate written examinations set out in Document NAM-CATS-FCL 61; and
- (d) have passed appropriate skills test referred to in this Subpart.

Training

61.17.2 (1) An applicant for the issue of a class or type rating must have successfully completed the appropriate training set out in Document NAM-CATS-FCL 61.

(2) In the case an applicant is training for a single-pilot multi-engine class rating, or a first single-pilot multi-engine type rating, the training must consist of at least:

- (a) seven hours of theoretical knowledge instruction in multi-engine aeroplane operation; and
- (b) six hours dual flight training in multi-engine aeroplane operation, including not less than 2 hours 30 minutes dual flight training under normal conditions, and at least three hours 30 minutes dual flight training in engine failure procedures and asymmetric flight.

(3) At least three hours of the dual flight training referred to in paragraph (b) of subregulation (2) may be acquired in an approved FSTD.

(4) An applicant for a type or class rating on a high performance single pilot aeroplane who is not the holder of an Airline Transport Pilot Licence (ATPL), or who has not obtained credit for the ATPL theoretical knowledge examinations, must undergo the additional training set out in Document NAM-CATS-FCL 61.

- (5) An applicant for a warbird type rating:
 - (a) who is the holder of an ATPL with applicable military type experience may be endorsed with the applicable warbird type rating;
 - (b) who is the holder of an ATPL without applicable military type experience must undergo training set out in Document NAM-CATS-FCL 61 for endorsement of the warbird type rating contemplated;
 - (c) who is the holder of all ATPL theoretical knowledge credits and has applicable military type experience may be endorsed with the applicable warbird type rating; or
 - (d) who is the holder of all ATPL theoretical knowledge credits but who does not have applicable military type experience, must undergo training as described in Document NAM-CATS-FCL 61 for endorsement of the warbird type rating contemplated.
- (6) Pilots operating in terms of Parts 91, 94, 96, 121, 127, 135 and 138, where two or more pilots are required for the operation of the aircraft, must undergo a multi-crew cooperation training course set out in Document NAM-CATS-FCL 61.

Skills test

61.17.3 (1) An applicant for the issue of a type rating or multi-engine class rating must demonstrate to a designated examiner, the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61.

(2) An applicant for a rating in any other class referred to in regulation 61.17.9 must demonstrate to a Designated Flight Examiner, or an appropriately rated flight instructor, the competence to perform as pilot-in-command of the aircraft concerned the procedures and manoeuvres set out in Document NAM-CATS-FCL 61.

(3) An applicant for the issue of a warbird type endorsement must demonstrate, to a Designated Flight Examiner or an appropriately rated flight instructor or other pilot authorised in writing by the Executive Director for the purpose, the competence to perform as pilot-in-command of the aircraft concerned, the procedures and manoeuvres set out in Document NAM-CATS-FCL 61.

(4) The applicant referred to in subregulation (1) must have undergone the skills test referred to in that subregulation within 90 days of passing the theoretical knowledge examination referred to in regulation 61.17.1 and within the 90 days immediately preceding the date of application for the warbird type rating.

(5) An applicant for the issuing of a type rating, who is the holder of an airline transport pilot licence, must have demonstrated to a designated examiner, the ability to perform the procedures and manoeuvres referred to in subregulation (1), with a degree of competency appropriate to the privileges granted to the holder of an Instrument Rating.

(6) The skills test referred to in subregulation (1) must have been conducted in an aircraft appropriate to the pilot licence held by the applicant, or in an approved FSTD.

Circumstances in which type or class ratings are required

61.17.4 (1) The holder of a pilot licence may not act in any capacity as a pilot of an aircraft, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating.

(2) The holder of a pilot licence may not act in any capacity as a pilot of a warbird, except as a pilot undergoing skills testing or receiving flight instruction, unless the holder has a valid and appropriate class or type rating applicable to the warbird.

(3) The Authority must endorse the conditions or limitations determined by the Authority in respect of a rating on the rating.

Special authorisation for type or class ratings

61.17.5 Instead of issuing the class or type rating, the Executive Director may designate a pilot in writing in accordance with regulation 61.01.21 to issue such ratings.

Application for class or type rating

61.17.6 (1) An application for a class, type or warbird rating must be made to the Executive Director on the appropriate form set out in Document NAM-CATS-FCL 61.

(2) The application referred to in subregulation (1) must be accompanied by:

- (a) documentary evidence of satisfying the requirements of the relevant provisions of this subpart; and
- (b) the appropriate fee as prescribed in Part 187.

(3) If the applicant contemplated in subregulation (1) wishes to apply for a class or type rating in respect of more than one class or type of aircraft, a separate application must be made in respect of each type of aircraft.

(4) If the applicant referred to in subregulation (1) complies with all the relevant requirements, the Executive Director must issue a class, type or warbird rating in the appropriate form set out in Document NAM-CATS-FCL 61.

(5) The Designated Flight Examiner or a flight instructor must, on satisfactory completion of all the requirements for the issue of a class or type rating, endorse the logbook of the applicant entitling the applicant to exercise the privileges of the rating, as pilot-in-command or pilot instructor as the case may be.

(6) The Designated Flight Examiner or flight instructor referred to in subregulation (5) may place a restriction on the applicant to act as co-pilot or as third pilot as the case may be.

(7) The application form for the endorsement of a warbird, class or type rating must be completed and submitted to the Executive Director by the applicant within 30 days of the performance of the skills test.

(8) The Executive Director may in terms of the Act revoke the privilege of a rating endorsed in terms of this regulation if any irregularity with respect to the endorsement is found.

Period of validity of class or type rating

61.17.7 (1) A type rating is valid for a period of 12 months calculated from the date of issue, revalidation or re-issue of the rating.

(2) A class rating issued to the holder of a private pilot licence, is valid for:

- (a) a period of 12 months calculated from the date of issue of the rating; and

- (b) a period of 24 months calculated from the date of revalidation or renewal or re-issue of the rating.

(3) A class rating issued to the holder of any other pilot licence, is valid for a period of 24 months calculated from the date of issue, renewal, revalidation or re-issue of the rating.

(4) Despite subregulation (1) a class rating or type rating for touring motor, conventional or power assisted gliders is valid for as long as the Glider Pilot Licence itself remains valid: Provided that the privileges of the class rating or type rating may not be exercised by the holder of the rating unless he or she:

- (a) has acted as pilot-in-command of a touring motor, conventional or powered assisted glider for a minimum of five hours flight time or 10 flights in the 12 months immediately preceding the intended flight and such minimum flight time may include check flights or flights undertaken by the pilot whilst receiving training appropriate to the type of glider; or
- (b) has:
 - (i) passed a skills test with an appropriately rated flight instructor within 90 days immediately preceding the intended flight; and
 - (ii) if transporting a passenger, within the 90 days immediately preceding the flight on which such passenger is to be transported, as pilot-in-command, has executed not less than three take-offs and three landings in a touring motor glider or not less than 3 flights in a conventional or powered assisted glider.

Privileges and variants

61.17.8 (1) Subject to the provisions of the Act and regulation 61.17.1, a person is entitled to act as pilot-in-command of an aircraft for which he or she is the holder of an appropriate valid class and type rating.

(2) A person who receives training for the purpose of applying for a class or type rating, may act as pilot-in-command of an aircraft in respect of which he or she does not hold the rating, if:

- (a) the flight is not for remuneration or reward;
- (b) no passengers or cargo are transported in the aircraft; and
- (c) the training is conducted by an appropriately type rated flight instructor.

(3) In order to extend his or her privileges to another variant of aircraft within one class or type rating, a pilot must undertake differences or familiarisation training and in the case of variants within a type rating, the differences or familiarisation training includes the relevant elements defined in the operational suitability data (OSD) provided to the operator on acquisition of that type of aircraft.

(4) If the variant of an aircraft referred to in subregulation (3) has not been flown within a period of two years following the differences training, further differences training or a proficiency check in that variant is required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.

(5) The differences training referred to in subregulation (3) and (4), conducted must be entered in the pilot's logbook and signed by the instructor as appropriate.

(6) The holder of a class rating for piston-engine aeroplanes is entitled to exercise the privileges of the rating, if such holder holds a type within the class for:

- (a) single-engine (SEP) piston aeroplanes with a maximum certificated mass of 5 700 kilograms or less, endorsed in the logbook of such holder; or
- (b) multi-engine (MEP) piston aeroplanes, with a maximum certificated mass of 5 700 kilograms or less, endorsed in the logbook of such holder.

(7) The holder of a class rating for single-pilot helicopters is entitled to exercise the privileges of the rating, if such holder holds a type within the class, for all single-pilot helicopters in the class if the skills test was conducted in the single-pilot helicopter with the highest maximum certificated mass within the class.

(8) The holder of a type rating for a piston-engine aeroplane with a maximum certificated mass exceeding 5 700 kilograms is entitled to exercise the privileges of the rating in the type of aeroplane in which the skills test for the issuing of such rating, was conducted provided that, if such holder holds more than one type rating for:

- (a) single-engine piston aeroplanes and the skills test was conducted in the type of single-engine piston aeroplane with the highest maximum certificated mass, such holder is entitled to exercise the privileges of the rating in all single-engine piston engine aeroplanes for which he or she is type rated; or
- (b) single-engine and multi-engine piston aeroplanes and the skills test was conducted in a multi-engine piston aeroplane, such holder is entitled to exercise the privileges of the rating in the single-engine and multi-engine piston engine aeroplanes for which he or she is type rated.

(9) The holder of a type rating for a turbo propeller aeroplane is entitled to exercise the privileges of the rating in the type of aeroplane in which the skills test for the issuing of such rating, was conducted provided that, if such holder holds more than one type rating for:

- (a) single-engine turbo propeller aeroplanes and the skills test was conducted in the type of single-engine turbo propeller aeroplane with the highest maximum certificated mass, such holder is entitled to exercise the privileges of the rating in all single-engine turbo propeller and the single-engine piston aeroplanes for which he or she is type rated; or
- (b) single-engine and multi-engine turbo propeller aeroplanes and the skills test was conducted in a multi-engine turbo propeller aeroplane, such holder is entitled to exercise the privileges of the rating in the single-engine and multi-engine turbo propeller and single- and multi-engine piston aeroplanes for which he or she is type rated.

(10) The holder of a type rating for a turbojet aeroplane is entitled to exercise the privileges of the rating:

- (a) in the type of aeroplane in which the skills test for the issue of such rating was conducted; or

- (b) if more than one type rating is held, in one of the types on a rotational basis: Provided that the holder has successfully completed an operator proficiency check on each type every six months and provides proof of such proficiency check or an endorsement in the holder's logbook in the case of variants where training by a qualified and approved instructor has been conducted in accordance with regulation 61.17.2.
- (11) The holder of a type rating for a helicopter is entitled to exercise the privileges of the rating:
 - (a) in the type of helicopter in which the skills test for the issue of such rating was conducted, or
 - (b) if more than one type rating is held, in one of the types on a rotational basis: Provided that the holder has successfully completed an operator proficiency check on each type every six months and provides proof of such proficiency check or in the case of variants, an endorsement in the holder's logbook where training by a qualified and approved instructor has been conducted in accordance with regulation 61.17.2.
- (12) The holder of a class or type rating for a touring motor glider is entitled to act as pilot-in-command of the touring motor glider for which he or she is rated: Provided that it is not operated for the provision of an air service:
 - (a) within Class F and Class G airspace;
 - (b) within controlled airspace unless:
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;
 - (ii) a two-way radio communication as the air traffic service unit may require, is established;
 - (iii) continuous radio watch is maintained; and
 - (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.
- (13) Despite paragraph (a), of subregulation (12) the holder of a type rating for a touring motor glider may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96: Provided that he or she is the holder of a valid Part 96 authorisation in terms of Part 62.
- (14) The holder of a class rating or a type rating for a conventional or power assisted glider is entitled to act as pilot-in-command of conventional or power assisted glider for which he or she is rated: Provided that it is not operated for the provision of an air service:
 - (a) within Class F and Class G airspace;
 - (b) within controlled airspace unless:
 - (i) prior permission has been obtained from the responsible air traffic service unit to enter such airspace;

- (ii) a two-way radio communication as the air traffic service unit may require, is established;
- (iii) continuous radio watch is maintained; and
- (iv) while within an aerodrome traffic zone, the appropriate radio position reporting procedure is complied with.

(15) Despite paragraph (a) of subregulation (14) the holder of a type rating for a conventional or power assisted glider may exercise the privileges of his or her rating for remuneration in an aircraft operated in terms of Part 96: Provided that he or she is the holder of a valid Part 96 authorisation issued in terms of Part 62.

(16) The holder of a group type rating for free balloons is entitled to exercise the privileges of the rating in all free balloons endorsed in the logbook of such holder.

(17) The holder of a type rating for airships is entitled to exercise the privileges of the rating in all types of airships endorsed in the logbook of such holder.

(18) If the type variant has not been flown within a period of 24 months following the differences training or the date of last having flown the variant, further differences training or a proficiency check in that variant will be required as set out in Document NAM-CATS-FCL 61.

(19) Differences training set out in Document NAM-CATS-FCL 61 requires additional knowledge and training on an approved FSTD or aircraft to convert an applicant onto the type or class of aircraft under consideration.

(20) The differences training referred to in subregulation (19) must be endorsed in the pilot's logbook and duly signed by the appropriately rated instructor who conducted the training.

(21) Familiarisation training requires acquisition of additional knowledge specific to the individual aircraft under consideration and should not require actual or FSTD flight time.

Transfer of foreign class and type ratings

61.17.9 (1) The Executive Director may, in terms of Article 33 of the Convention, transfer to a Namibian Pilot Licence a valid class or type rating, or a model or variant of an aircraft within a class or type rating which an appropriate authority has endorsed in a licence and logbook of an applicant: Provided that the requirements for the ratings that were issued or renewed are equal to or above the minimum standards of this Part and that the aircraft type or types has or have been accepted on the Namibian Aircraft Register.

(2) The holder of a Namibian Pilot Licence who wishes to have the endorsements referred to in subregulation (1) added to his or her licence must make a written application to the Executive Director showing proof that the required training and testing was successfully completed at an approved ATO.

(3) If a Namibian Pilot Licence holder wishes to undergo training for the addition of a class rating, type rating, model or variant to his or her licence at a foreign ATO, he or she must request approval in writing from the Executive Director and to allow for up to 14 days for such approval.

(4) Any training required for the purpose of this regulation and conducted at a foreign ATO without prior approval may not be accepted.

(5) If a FSTD is to be used for the training referred to in this regulation, the FSTD must be approved in terms of these regulations or the requirements of the appropriate authority.

Revalidation

61.17.10 A type and class rating is valid for the period referred to in regulation 61.17.7.

- (2) To revalidate an aeroplane class or type rating the holder of the rating must:
 - (a) within 90 days immediately prior to the date of expiry of the class rating, pass a skills test on a type within the class with a Designated Flight Examiner;
 - (b) within 90 days immediately prior to the date of expiry of the type rating for piston engine and turbo-props, pass a skill test on the type with the highest certificated mass with a Designated Flight Examiner;
 - (c) within 90 days immediately prior to the date of expiry of the type rating for turbojets, pass a skills test with a Designated Flight Examiner on one of the types for which a revalidation is sought as set out in regulation 61.17.8 (9); and
 - (d) in addition for a type rating test, within the three months immediately preceding the date of expiry, provide proof of having attended a refresher course conducted by an approved ATO.
- (3) To revalidate a helicopter class and type rating the holder must:
 - (a) within 90 days immediately prior to the date of expiry of the class and type rating, pass a skills test with a Designated Flight Examiner on each type for which a revalidation is sought; and
 - (b) in addition for a complex type, within the three months immediately preceding the date of expiry, provide proof of having attended a refresher course conducted by an approved ATO.

(4) The type or class rating referred to in subregulation (3) will be revalidated in terms of this regulation from the current expiry date of the rating, unless the skills test was completed earlier than 90 days before expiry, in which case the type or class rating will be revalidated from the date of the skills test.

(5) If the rating referred to in subregulation (3) has lapsed for a period not exceeding 36 months, the applicant must undergo appropriate refresher training and pass a proficiency check, with a Designated Flight Examiner, set out in Document NAM-CATS-FCL 61 in an aircraft appropriate to the particular type or class rating being renewed.

(6) If the validity of the type or class rating has lapsed for more than 36 months the applicant must:

- (a) complete the appropriate training for the type or class rating sought with an approved ATO; and
- (b) pass a proficiency check, with a Designated Flight Examiner, set out in Document NAM-CATS-FCL 61, in an aircraft or FSTD of the category appropriate to the particular rating being renewed.

(7) If the applicant passes the proficiency check referred to in subregulation (2), (4) and (5) as applicable, the DFE must:

- (a) complete and submit to the Executive Director, the appropriate form set out in Document NAM-CAT-FCL 61; and
- (b) endorse the holder's pilot logbook set out in Document NAM-CATS-FCL 61.

(8) The applicant must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(9) If the result of the skills test contemplated in subregulation (2), (4) or (5) as applicable, reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the Designated Flight Examiner must:

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the all the requirements for the revalidation or re-issue of the rating; and
- (b) report such result to the Executive Director in writing.

SUBPART 18 INSTRUMENT RATING

General

61.18.1 (1) Except when receiving flight training or undergoing a skills test a person may not act as pilot of an aircraft in accordance with instrument flight rules (IFR) or in instrument meteorological conditions (IMC) unless that person has a valid Instrument Rating (IR) appropriate to the aircraft being flown.

- (2) An IR may be endorsed with the following when applicable:
 - (a) single-engine aeroplanes (SEA);
 - (b) multi-engine aeroplanes (MEA);
 - (c) single- and multi-engine helicopters (H); or
 - (d) RNAV (GNSS).

Requirements for Instrument Rating

61.18.2 (1) An applicant for the issue of an Instrument Rating must:

- (a) hold a valid pilot licence;
- (b) hold a general radiotelephony operator's certificate;
- (c) hold a valid night rating, unless such rating is an integral part of the pilot licence;
- (d) hold a valid Class 1 medical certificate issued in terms of Part 67;
- (e) have successfully completed the training set out in in Document NAM-CATS-FCL 61 with an approved ATO;

- (f) have passed the theoretical knowledge examination referred to in regulation 61.18.4; and
- (g) have undergone the skill test referred to in regulation 61.18.5.

(2) An applicant for the issue of an Instrument Rating must have completed at least:

- (a) 50 hours of cross-country flight time as pilot-in-command of an aircraft, of which not less than 10 hours must be in an aeroplane, helicopter, powered-lift or airship as the case may be; and
- (b) 40 hours of instrument flight instruction time, of which not more than 20 hours may be in a FSTD.

(3) In the case of an Instrument Rating for a multi-engine aircraft, at least five hours instrument flight training referred to in paragraph (b) of subregulation (2) must be conducted on the type of aircraft to be used for the skills test and is additional to the initial multi-engine class rating training.

(4) In the case of an application for an Instrument Rating in a category of aircraft other than that for which a valid Instrument Rating is already held, the applicant must have undergone, in addition to the requirements of paragraph (b) of subregulation (2), at least another five hours of instrument flight instruction in the new category of aircraft prior to the skills test: Provided that 3 of the five hours may be conducted in an approved FSTD.

(5) An aircraft, used for the purpose of acquiring instrument flight time with an instructor or in a skills test, must be equipped for IFR flight and be fitted with fully functioning dual controls.

Application for an Instrument Rating

61.18.3 (1) An application for an Instrument Rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61, and must be accompanied by the appropriate fee as prescribed in Part 187.

(2) If the applicant referred to in subregulation (1) complies with all the prescribed requirements of this Part, the Executive Director must issue an Instrument Rating in the appropriate form determined by the Executive Director.

Theoretical knowledge examination

61.18.4 An applicant for the issuing of an Instrument Rating must have passed the appropriate written examination as set out in Document NAM-CATS-FCL 61: Provided that the holder of a valid Instrument Rating applying for an Instrument Rating in a different category must not be required to write the examination again.

Skills test

61.18.5 (1) An applicant for the issue of an Instrument Rating must demonstrate to a designated examiner, the ability to perform as pilot the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Instrument Rating.

(2) The applicant for an Instrument Rating must have undergone the skill test referred to in subregulation (1), within 36 months of passing the theoretical knowledge examination and within 30 days of the last period of dual instruction.

(3) The skills test referred to in subregulation (1) for a helicopter Instrument Rating must have been conducted in a helicopter certificated for instrument flying, or in an approved FSTD

(4) If applicant referred to in subregulation (1) applies for an Instrument Rating in a multi-engine aircraft, the skills test must be conducted in the appropriate class of aircraft, or in an approved FSTD.

(5) If the skills test referred to in subregulation (1) was successfully completed in a multi-engine aeroplane with centre-line thrust, the rating is restricted to centre-line thrust aeroplanes, until such time as sufficient instrument flight training and skill test have been completed in a non-centre-line thrust multi-engine aeroplane or approved FSTD.

(6) If an applicant referred to in subregulation (1) has successfully completed the skills test in a multi-engine aircraft, he or she is deemed to have met the skills test requirements for a single-engine aircraft of the same category.

Period of validity of Instrument Rating

61.18.6 An Instrument Rating is valid for a period of 12 months provided that maintenance of competency for the associated licence in terms of these regulations is complied with.

Privileges

61.18.7 (1) Subject to the provisions of the Act the holder of a valid Instrument Rating:

- (a) may act, within the limitations of his or her pilot licence and particular Instrument Rating, as pilot of an aircraft in compliance with IFR and under IMC by day or by night;
- (b) may carry out an approach and a landing under IMC with the aid of approved approach aids and procedures; and
- (c) may act as safety pilot in an aircraft in respect of which such pilot holds the appropriate type rating.

(2) If the examiner or another pilot functions as a flight crew member during an initial Instrument Rating skills test, the privileges of the Instrument Rating is restricted to MP operations only.

(3) The limitation in subregulation (2) does not apply to a holder of a valid Instrument Rating who has been tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

(4) The holder of an Instrument Rating who wishes to conduct RNAV (GNSS) approaches must have his or her IR endorsed with RNAV (GNSS) after having complied with the requirements as set out in Document NAM-CATS-FCL 61.

Revalidation

61.18.8 An Instrument Rating is valid for a period of 12 months calculated from:

- (a) the date of revalidation, where the rating is revalidated more than 90 days prior to expiry; or
- (b) the beginning of the month following the date of expiry of the rating, where the rating is revalidated 90 days or less prior to expiry.

- (2) To revalidate an Instrument Rating the following must be done:
 - (a) if the validation period has not lapsed or has lapsed for a period not exceeding 36 months, the applicant must pass a proficiency check with a Designated Flight Examiner, as set out in Document NAM-CATS-FCL 61, in an aircraft appropriate to the particular Instrument Rating being revalidated;
 - (b) if the validity of the Instrument Rating has lapsed for more than 36 months the applicant must:
 - (i) re-write the air law and operational procedures theoretical knowledge examinations as listed in Document NAM-CATS FCL 61;
 - (ii) acquire, in an aircraft appropriate to the particular Instrument Rating, or in a FSTD, at least 10 hours instrument time, including at least 5 instrument approach procedures and a missed approach; and
 - (iii) within 90 days of having acquired the instrument time, pass a proficiency check with a Designated Flight Examiner, as set out in Document NAM-CATS-FCL 61, in an aircraft or FSTD of the category appropriate to the particular Instrument Rating being revalidated.
- (3) If a pilot holds an Instrument Rating in more than one category of aircraft, revalidation must be alternated annually in respect of each category.
- (4) If a pilot holds an Instrument Rating in a particular category of aircraft for both single-engine and multi-engine aircraft, the revalidation of these ratings may be carried out alternately in a single-engine aircraft and a multi-engine aircraft of the particular category or in an approved FSTD.
- (5) If an Instrument Rating is not revalidating the single-pilot Instrument Rating every alternate year in a single-pilot aircraft, the single-pilot rating becomes invalid.
- (6) If the holder of an Instrument Rating passes the proficiency check referred to in subregulation (1), the Designated Flight Examiner must:
 - (a) complete, and submit to the Executive Director, the appropriate form as set out in Document NAM-CAT-FCL 61; and
 - (b) endorse the holder's pilot logbook as set out in Document NAM-CATS-FCL 61.
- (7) If the holder of a valid Instrument Rating has failed the revalidation test, the Designated Flight Examiner must notify the Executive Director immediately in writing and also inform the holder that the rating has become invalid and that he or she may not exercise the privileges of an Instrument Rating.

Maintenance of competency

61.18.9 The holder of an Instrument Rating may not act as pilot-in-command of an aircraft under IFR or in weather conditions less than the minimum prescribed for VFR, unless he or she has, within the 90 days immediately preceding such flight, by means of an instrument approach procedure or procedures which have been established by the Executive Director or by an appropriate authority:

- (a) executed at least two instrument approaches in an appropriate aircraft or an approved FSTD, under IMC or simulated IMC; or

- (b) undergone the skill test referred to in regulation 61.18.5 or revalidation proficiency check in regulation 61.18.8.

SUBPART 19 GRADE I FLIGHT INSTRUCTOR RATING

Requirements for Grade I Flight Instructor Rating

61.19.1 An applicant for the issue of a Grade I Flight Instructor Rating must:

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

Application for a Grade I Flight Instructor Rating

61.19.2 (1) An application for a Grade I Flight Instructor Rating must be made to the Executive Director on the appropriate form and in the manner set out in Document NAM-CATS-FCL 61 and submitted to the Executive Director within 30 days of having completed the skills test.

(2) The application referred to in subregulation (1) must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant referred to in subregulation (1) complies with the requirements referred to in regulation 61.19.1 the Executive Director must issue a Grade I Flight Instructor Rating in the appropriate form as set out in Document NAM-CATS-FCL 61.

Skills test

61.19.3 (1) An applicant for the issue of a Grade I Flight Instructor Rating must have demonstrated to a designated examiner, the ability to perform as a Grade I flight instructor the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, in the applicable category of aircraft, with a degree of competency appropriate to the privileges granted to the holder of a Grade I Flight Instructor Rating.

(2) The applicant for a Grade I Flight Instructor Rating must have undergone the skills test referred to in subregulation (1), within the 30 days immediately preceding the date of application.

(3) In case of an aeroplane, the initial skill test must have been conducted in:

- (a) a complex single- or multi-engine aircraft which has variable pitch propellers and retractable undercarriage,
- (b) in an aircraft with a turbojet engine, or
- (c) in an approved level D FSTD.

(4) In case of a helicopter, the initial skills test must be conducted in a multi-engine helicopter with fully functional dual controls, or in an approved level D FS.

(5) In the case of free balloons, initial skills test must be conducted in the class and type of free balloon for which the instructor endorsement is required.

(6) In the case of airships, initial skills test must be conducted in the class and type of airship for which the instructor endorsement is required.

(7) Before an applicant for a Grade I Flight Instructor Rating submits himself or herself for an initial skills test, he or she must provide the examiner with satisfactory written evidence that:

- (a) he or she has satisfactorily completed the required training at an approved ATO; and
- (b) the Grade I or II Flight Instructor who has provided the supervision considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade I Flight Instructor.

Period of validity of Grade I Flight Instructor Rating

61.19.4 (1) A Grade I Flight Instructor Rating is valid for a period of 12 months calculated from the date of issue and after that for a period of 36 months calculated from:

- (a) the date of revalidation, where the rating is revalidated within 90 days prior to expiry; or
- (b) the date of the test, where the rating has expired and must be renewed or where it is revalidated more than 90 days prior to expiry.

(2) The holder of a Grade I Flight Instructor Rating that has expired for more than 12 months, may, before a period of 60 months calculated from the date of expiry of the rating, apply to the Executive Director for the re-issue of a Grade I Flight Instructor Rating: Provided that he or she has:

- (a) attended a flight instructor seminar as described in Document NAM-CATS-FCL 61 conducted by an approved ATO; and
- (b) passed the appropriate skills test.

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the re-issue of the rating, provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III flight Instructor Rating;
- (b) must give not less than 50 hours flight instruction as holder of a Grade III flight Instructor Rating issued in terms of Subpart 61.21; and
- (c) must undergo the appropriate skills test.

Privileges

61.19.5 (1) Subject to the provisions of the Act the holder of a valid Grade I Flight Instructor Rating may:

- (a) conduct the training on any class or type in the appropriate category of aircraft provided that he or she holds the appropriate class or type rating with an instructor endorsement and at least 50 hours on type or similar types;
- (b) exercise all the privileges of a Grade II and III flight instructor rating that he or she qualified for, in the appropriate category of aircraft;
- (c) in the case of aeroplanes, helicopters or powered-lift aircraft, conduct proficiency checks and skill tests for the issue of type ratings in respect of MP aircraft: Provided he or she holds the appropriate class and type rating with an instructor endorsement and at least 50 hours on type or similar types, and has been designated as an examiner in terms of Subpart 32; and
- (d) in the case of free balloons and airships, with the approval of the Executive Director conduct proficiency checks and skills test for the issue and revalidation of:
 - (i) type and class ratings in respect of any type and class rating for which he or she holds the appropriate class and type rating with an instructor endorsement; and
 - (ii) free balloon and Airship Pilot Licences and instructor ratings.

Revalidation

61.19.6 (1) To revalidate a Grade I Flight Instructor Rating, the holder of the rating must comply with the following requirements:

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a Designated Flight Examiner; and

- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either:
 - (i) have given not less than 20 hours of flight instruction in aeroplanes; or
 - (ii) provide proof of having attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO.
- (2) The applicant must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.
- (3) If the result of the skills test contemplated in subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the Designated Flight Examiner must:
 - (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the all the requirements for the revalidation or re-issue of the rating; and
 - (b) report such result to the Executive Director in writing.

SUBPART 20 GRADE II FLIGHT INSTRUCTOR RATING

Requirements for Grade II Flight Instructor Rating

- 61.20.1** (1) An applicant for the issue of a Grade II Flight Instructor Rating must:
- (a) hold a valid glider pilot, free balloon pilot, airship pilot, or in the case of the aeroplane, helicopter or powered-lift categories, a commercial pilot or an airline transport pilot licence;
 - (b) in addition, for the aeroplane, helicopter and powered-lift categories,
 - (c) hold a valid Instrument Rating;
 - (d) hold the appropriate instrument flight training endorsement if applicable;
 - (e) hold or have held during the immediately preceding 90 days a valid Grade III flight Instructor Rating;
 - (f) have held a Grade III flight Instructor Rating for at least 8 months and must have -
 - (i) given not less than 200 hours of flight instruction as a Grade III Flight Instructor of which 25 instructional flight hours may be accumulated and accredited in terms of the category of gliders or power gliders and another 25 instructional flight hours accumulated in any other category in this part or Part 62;
 - (ii) proof of having given instruction in every exercise of the PPL Syllabus as listed in NAM-CATS-FCL 61;
 - (iii) acquired in aeroplanes, helicopters or powered-lift categories or in an approved FSTD, at least 10 hours of instrument flight time during the six months immediately preceding the application;

- (g) for the glider category:
 - (i) in the case of touring gliders, have no less than 300 hours flight time;
 - (ii) in the case of conventional or power assisted gliders, have completed no less than 600 solo flights on gliders or 200 gliding hours in total;
- (h) have successfully completed the training course as set out in NAM-CATS-FCL 61 with an approved ATO;
- (i) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS FCL 61; and
- (j) have undergone the skill test referred to in regulation 61.20.3 conducted by a Designated Flight Examiner within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (i).

Application for a Grade II Flight Instructor Rating

61.20.2 (1) An application for a Grade II Flight Instructor Rating must be made to the Executive Director on the appropriate form and in the manner as set out in Document NAM-CATS-FCL 61 and submitted to the Executive Director, within 30 days of having completed the skills test.

(2) The application referred to in subregulation (1) must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant contemplated in subregulation (1) complies with the requirements referred to in regulation 61.20.1, the Executive Director must issue a Grade II Flight Instructor Rating in the appropriate form set out in Documents NAM-CATS-FCL 61.

Skills test

61.20.2 (1) An applicant for the issue of a Grade II Flight Instructor Rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Grade II flight instructor the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade II Flight Instructor Rating.

- (2) In the case of an aeroplane the initial skills test must be undertaken:
 - (a) in a complex single- or multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
 - (b) in an aircraft with a turbojet engine, or
 - (c) in an approved aeroplane FSTD.
- (3) In the case of a helicopter, the initial skills test must be conducted in a helicopter, fitted with fully functional dual controls or in an approved helicopter FSTD.
- (4) In the case of a glider, the initial skills test must be conducted in the class and type of glider for which the instructor endorsement is required.
- (5) In the case of free balloons, initial skills test must be conducted in the class and type of free balloon for which the instructor endorsement is required.

(6) In the case of airships, initial skills test must be conducted in the class and type of airship for which the instructor endorsement is required.

(7) Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that:

- (a) he or she has satisfactorily completed the required training at an approved ATO; and
- (b) the Grade I or Grade II Flight Instructor who has provided the supervision considers the performance of the applicant as a flight instructor adequate for his or her upgrade to a Grade II Flight Instructor.

(8) The applicant for a Grade II Flight Instructor Rating must have undergone the skill test referred to in subregulation (1), within the 30 days immediately preceding the date of application.

Period of validity of Grade II Flight Instructor Rating

61.20.4 (1) A Grade II Flight Instructor Rating is valid for a period of 12 months calculated from the date of initial issue and after that for a period of 36 months calculated from:

- (a) the date of revalidation, where the rating is revalidated within 90 days prior to expiry; or
- (b) the date of the test, where the rating has expired and must be renewed or where it is revalidated more than 90 days prior to expiry.

(2) The holder of a Grade II Flight Instructor Rating that has expired for more than 12 months may before a period of 60 months calculated from the date of expiry of the rating, apply to the Executive Director for the reissuing of a Grade II Flight Instructor Rating: Provided that he or she has:

- (a) attended a flight instructor seminar as set out in Document NAM-CATS-FCL 61 conducted by an approved ATO; and
- (b) passed the appropriate skills test.

(3) If a period of 60 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the re-issuing of the rating: Provided that the applicant complies with the following:

- (a) the re-issue of an expired Grade III flight Instructor Rating;
- (b) must give not less than 50 hours flight instruction as holder of a Grade III flight Instructor Rating issued in terms of Subpart 61.21; and
- (c) must undergo the appropriate skills test.

Privileges

61.20.5 (1) The holder of a valid Grade II Flight Instructor Rating may with due regard to the provisions of the Act and subregulation (2), exercise all the privileges of a Grade III flight Instructor Rating which he or she qualified for and may in addition in respect of those categories of aircraft of which he or she is the holder of the appropriate class or type ratings as flight instructor with at least 50 hours on type or similar types:

- (a) authorise the holder of a Student Pilot Licence for his or her initial solo flight;
- (b) conduct the training for all single-engine class and in-class types within the category of aircraft hold;
- (c) conduct the training and theoretical knowledge examinations for a Glider, Free Balloon, Airship, Private Pilot or Commercial Pilot Licence;
- (d) for the glider category:
 - (i) conduct and supervise basic and medium to advanced upper-air flight training, including launch and landings;
 - (ii) with the approval of the Executive Director and when designated as an examiner in accordance with Subpart 32, conduct the initial skill tests and issue skill test reports required for the issuing of a Glider Pilot Licences;
 - (iii) with the approval of the Executive Director and when designated as an examiner in accordance with Subpart 32, conduct the initial skill and revalidation tests and issue skill test reports for instructor ratings; and
 - (iv) conduct the training for the issue of a Grade II or Grade III flight Instructor Rating.
- (e) for single pilot, single-engine type ratings within the aeroplane, helicopter or powered-lift categories:
 - (i) conduct training for piston-engine aircraft, provided he or she holds the type rating with at least 50 hours on type or similar types;
 - (ii) conduct training for a turbine-engine aircraft, provided he or she is the holder of the turbine instructor rating endorsement with at least 50 hours on type or similar types;
 - (iii) conduct the training for an Instrument Rating: Provided that he or she is the holder of an Instrument Rating and instrument flight training endorsement;
- (f) if he or she is the holder of appropriate instructor rating endorsement, as set out in Document NAM-CATS FCL 61, conduct the training relevant to the appropriate category or aircraft and may endorse the pilot logbook, for the issue of the following ratings, if the requirements in subregulation (2) are complied with:
 - (i) a Tug Pilot Rating;
 - (ii) an Agricultural Pilot Rating;
 - (iii) an Aerobatics Rating;
 - (iv) a Tow Rating;
 - (v) a test pilot qualification;
 - (vi) a sling load rating;
 - (vii) a game or livestock cull rating; and

- (viii) a winching rating;
 - (g) for single pilot and multi pilot multi-engine type ratings in the aeroplane, helicopter or powered-lift categories:
 - (i) conduct training for a single-pilot multi-engine class or type rating: Provided that he or she is the holder of an appropriate class or type rating for multi-engine aircraft with at least 50 hours experience on type or similar types;
 - (ii) conduct training for a multi-engine class or type ratings: Provided that he or she is the holder of the appropriate class or type rating and of a multi-engine flight instructor endorsement with at least 50 hours on type or similar types;
 - (iii) conduct training in multi-pilot aeroplanes: Provided that he or she is the holder of appropriate valid type rating as flight instructor with at least 50 hours on type or similar types;
 - (iv) conduct the training for the issue of a Grade II or Grade III flight Instructor Rating;
 - (h) for the aeroplane, helicopter or powered-lift categories, after being designated as an examiner in terms of Subpart 32, conduct initial skill tests and issue skill test reports required for:
 - (i) the issue of a private pilot licence, provided that he or she meets the requirements as set out in Document NAM-CATS-FCL 61 and has been appointed as Chief Flying Instructor (CFI) of an approved ATO, or has been appointed by the CFI of an approved ATO;
 - (ii) the revalidation of a Private Pilot Licence without Instrument Rating, and enter the appropriate endorsements;
 - (iii) the issue of a night rating;
 - (iv) the issue of a single-engine piston class rating;
 - (v) the endorsement of differences training for single- or multi-engine piston class aircraft below 5 700 kg maximum certificated mass (MCM): Provided that the instructor is the holder of the appropriate instructor endorsement;
 - (vi) the issue of class or type rating for a single-engine turboprop aircraft or a type rating for multi-engine turboprop/turbojet aircraft: Provided that the applicant is already the holder of an appropriate MEP class or a SE or ME turbine or turbojet type rating and that the flight instructor holds the applicable turboprop or turbojet flight instructor endorsement; and
 - (vii) the endorsement of pilot logbooks in respect of familiarisation and differences training.
- (2) The requirements for the endorsements referred to in paragraph (f) of subregulation (1) are as follows:
- (a) in all cases the instructor must have:

- (i) the flight instructor endorsement (FI) for the specific category and class, including make and model within a class and type rating, if a type rating is required, in his or her logbook and licence as required; or
 - (ii) written authorisation in the case of instruction on an approved FSTD;
- (b) in the case of instruction in an aircraft, the instructor must have demonstrated proficiency in flying the aircraft from each pilot seat;
- (c) for each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised;
- (d) for the night rating instructor endorsement, the instructor must:
 - (i) be the holder of a night rating and show evidence of having completed the training at an approved ATO as described in Appendix 13.1, exercises 19 and 20, of Document NAM-CATS-FCL 61;
 - (ii) have demonstrated to a Designated Flight Examiner in the case of an initial Grade III skills test, or the chief flying instructor (CFI) of an approved aviation training organization (ATO) in the case of an existing Grade III instructor, the ability to:
 - (aa) give a suitable night flying briefing;
 - (ba) give instruction in an aeroplane or approved FSTD on instrument flying to the level required for a night rating; and
 - (ca) give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;
 - (iii) have his or her logbook endorsed by the Designated Flight Examiner DFE or chief flying instructor CFI with the words “Authorised to give instruction for night ratings”.
- (e) for the instrument flight instructor endorsement, the instructor must:
 - (i) have given not less than 100 hours of instruction in an aircraft or an approved FSTD;
 - (ii) be the holder of a valid Instrument Rating appropriate to the category in which the instrument training is provided;
 - (iii) show evidence of having completed a course at an approved ATO, as described in Appendix 13.4 of Document NAM-CATS-FCL 61, or an equivalent course acceptable to the Executive Director;
 - (iv) have demonstrated to a Designated Flight Examiner I or II the ability to give suitable briefings and instruction in instrument flying to the level required for an Instrument Rating; and
 - (v) have his or her logbook endorsed by the Designated Flight Examiner with the words “Authorised to give instruction for Instrument Ratings”.
- (f) for the multi-engine class rating instructor endorsement, the instructor must:

- (i) have given at least 100 hours of instruction in an aircraft or an approved FSTD;
 - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of a multi-engine aircraft;
 - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.2 of NAM CATS FCL 61, or an equivalent course acceptable to the Executive Director;
 - (iv) have accumulated at least five hours as pilot-in command in the specific make and model of the multi-engine aircraft used for training;
 - (v) undergo a skills test for the endorsement with a Designated Flight Examiner I or II (A); and
 - (vi) have his or her logbook endorsed by the Designated Flight Examiner with the words “Authorised to give instruction for multi-engine class ratings”.
- (g) for the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must:
 - (i) have accumulated at least 100 hours of instruction in an aeroplane or an approved FSTD;
 - (ii) have accumulated at least 50 hours of flight time as pilot-in-command of a single-engine turbo-propeller aeroplane;
 - (iii) show evidence of having completed a course at an approved as described in Appendix 13.3 of NAM-CATS FCL 61, or an equivalent course acceptable to the Executive Director;
 - (iv) have passed the Turbo-propeller or Turbojet endorsement examination, have completed the high-performance aircraft theory requirements or be the holder of an ATPL(A);
 - (v) undergo a skills test for the endorsement with a Designated Flight Examiner I or II (A); and
 - (vi) have his or her logbook endorsed by the Designated Flight Examiner with the words “Authorised to give instruction for single-engine turbo-propeller class ratings”;
- (h) for the type rating instructor endorsement, the operator offering the type rating training must apply in writing to the Executive Director motivating the reason for requiring the Grade III instructor and how he or she will be supervised;
- (i) the instructor must:
 - (i) have accumulated at least 100 hours of instruction in an aircraft or approved FSTD;
 - (ii) be rated as pilot-in-command on the type if required to instruct on an aircraft;

- (iii) show evidence of having completed a course of instruction, acceptable to the Executive Director, at an approved ATO, on the specific type;
- (iv) have passed the Turbo-propeller or Turbojet endorsement examination;
- (v) have completed the high-performance aircraft theory requirements or be the holder of an ATPL(A);
- (vi) undergo a skills test for the endorsement with a Designated Flight Examiner I or II (A) in the case of instructing on an aircraft, or have a written authorisation in the case of instructing on an approved FSTD; and
- (vii) have his or her logbook endorsed by the Designated Flight Examiner with the words “Authorised to give instruction for the (type by name) type rating.

Revalidation

61.20.6 (1) To revalidate a Grade II Flight Instructor Rating the holder of the rating must comply with the following requirements:

- (a) within the 90 days immediately preceding the date of expiry of such rating, he or she must have undergone the appropriate skills test with a designated examiner; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either:
 - (i) have given not less than 20 hours of flight instruction in the appropriate category of aircraft; or
 - (ii) provide proof of having attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO.

(2) The holder referred to in subregulation (1) must submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the Designated Flight Examiner must:

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating; and
- (b) report such result to the Executive Director in writing as soon as practicable.

SUBPART 21 GRADE III FLIGHT INSTRUCTOR RATING

Requirements for Grade III flight Instructor Rating

61.21.1 (1) An applicant for the issue of a Grade III flight Instructor Rating must:

- (a) hold a valid glider pilot, free balloon pilot, airship pilot, commercial pilot licence or airline transport pilot licence;

- (b) have successfully completed 20 hours of flight instructor padder training as set out in Document NAM-CATS-FCL 61, conducted by a Grade I or a Grade II Flight Instructor;
- (c) for the aeroplane, helicopter or powered-lift categories, 15 hours must be in an aircraft and five hours may be in an approved FSTD;
- (d) for the glider, free balloon and airship categories, have no less than 200 hours flight time as pilot in command with experience gained in not less than 6 months; and 30 hours of class teaching;
- (e) have successfully completed the training course and ground evaluation as set out in Document NAM-CATS-FCL 61 with an approved ATO;
- (f) have passed the theoretical knowledge examination referred to in regulation 61.21.3;
- (g) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS-FCL 61; and
- (h) have undergone the skill test referred to in regulation 61.21.4 conducted by a Designated Flight Examiner within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (e).

(2) Namibia Air Force pilot instructors and Namibian Air Force navigator instructors may apply for credit for some or all the requirements prescribed in subregulation (1) as indicated in regulation 61.01.11.

(3) The holder of a flight instructor rating in another category of aircraft may be exempted from attending the theoretical training referred to in paragraph (d) of subregulation (1).

(4) The number of hours referred to in paragraph (b) of subregulation (1) may be reduced to 10 hours of flight training in the applicable category of aircraft if the applicant is the holder of a flight instructor rating in another category of aircraft.

Application for a Grade III flight Instructor Rating

61.21.2 (1) An application for a Grade III Flight Instructor Rating must be made to the Director on the appropriate form and in the manner as set out in Document NAM-CATS-FCL 61 and submitted to the Director within 30 days of having completed the skills test.

(2) The application referred to in subregulation (1) must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant for a Grade III Flight Instructor Rating in subregulation (1) complies with the requirements referred to in regulation 61.21.1 the Executive Director must issue a Grade III flight Instructor Rating in the appropriate format as set out in Documents NAM-CATS-FCL 61.

Theoretical knowledge examination

61.21.3 (1) An applicant for the issue of a Grade III flight Instructor Rating must have passed the appropriate written examination, conducted by either the Authority or an approved ATO, as set out in Document NAM-CATS-FCL 61.

(2) An applicant, for the issue of a Grade III flight Instructor Rating, who is the holder of a flight instructor rating in another category of aircraft, is exempted from that portion of the theoretical knowledge examinations dealing with matters of a common nature already passed.

Skills test

61.21.4 (1) An applicant for the issue of a Grade III Flight Instructor Rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Grade III flight instructor the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Grade III flight Instructor Rating.

(2) The applicant for a Grade III Flight Instructor Rating must have undergone the skill test referred to in subregulation (1), within the 30 days immediately preceding the date of application.

(3) In case of an aeroplane, the skills test referred to in subregulation (1) must be conducted in an aeroplane with a maximum certificated mass in excess of 450 kg, fitted with fully functional dual controls, or in an approved FSTD.

(4) In case of a helicopter the skills test referred to in subregulation (1) must be conducted in a helicopter fitted with fully functional dual controls, or in an approved FSTD.

(5) In case of a glider free balloon or airship, the skills test referred to in subregulation (1) must be conducted in the type of glider, free balloon or airship for which the instructor endorsement is required.

(6) Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that:

- (a) he or she has satisfactorily completed the required training conducted by an approved ATO; and
- (b) the Grade I or Grade II Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Grade III Flight Instructor.

(7) The applicant referred to in subregulation (1) must submit the skills test forms to the Executive Director within 30 days of having completed the skills test.

Period of validity of Grade III Flight Instructor Rating

61.21.5 (1) A Grade III Flight Instructor Rating is valid for a period of 12 months calculated from the date of initial issue or of the rating and after that for a period of 36 months calculated from:

- (a) the date of revalidation, if the rating is revalidated within 90 days prior to expiry; or
- (b) the date of the test, if the rating has expired or if revalidated more than 90 days prior to expiry.

(2) The holder of a Grade III Flight Instructor Rating that has expired may, before a further period of 12 months calculated from the date of expiry of the rating has lapsed, apply to the Executive Director for the re-issuing of a Grade III Flight Instructor Rating: Provided that he or she has:

- (a) attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO; and
 - (b) undergone the appropriate skills test referred to in regulation 61.21.4.
- (3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the re-issuing of the rating: Provided that he or she:
- (a) has complied with the requirements for an initial issue for Grade III flight Instructor Rating, or
 - (b) can provide satisfactory evidence that he or she has held a valid instructor rating during the lapsed period, in an appropriate authority or on another category of aircraft, he or she may apply to the Executive Director for exemption from paragraphs (b), (c) and (d) of regulation 61.21.1(1).
- (4) An application for the reissuing of the expired rating must be made in the manner prescribed in regulation 61.21.2.

Privileges and limitations

61.21.6 (1) A person may only hold a type rating as instructor in respect of the category of aircraft for which he or she holds the corresponding type rating as pilot, issued in terms of this Part, and for which he has at least 50 hours experience on type.

(2) In case of an aeroplane the rating referred to in subregulation (1) is restricted to single-engine, piston-class aeroplane up to 1 600 kg maximum certificated mass.

(3) The holder of a valid Grade III Flight Instructor Rating may, under the supervision of a Grade I or Grade II Flight Instructor with the appropriate class ratings or type ratings and endorsements, and with due regard for the provisions of subregulation (4) and (5), give flight instruction in those aircraft for which he or she has been certified proficient by an endorsement in his or her pilot logbook.

- (4) A Grade III flight instructor may only give flight instruction towards:
 - (a) the issue or revalidation of a Glider Pilot, Free Balloon Pilot, Airship Pilot or Private Pilot Licence;
 - (b) those parts of an integrated training course at Private Pilot Licence level, excluding authorisation of first solo flights;
 - (c) for the aeroplane, helicopter, or powered-lift categories, instrument flight training required for the issue of a night rating, in an approved FSTD and in the appropriate aircraft: Provided the flight instructor has a valid Instrument Rating and an appropriate FSTD instructor authorisation;
 - (d) in the case of a helicopter:
 - (i) single-engine type ratings in respect of helicopters with a maximum certificated mass of 3 175 kg or less;
 - (ii) differences and familiarisation training;

- (iii) recurrent training; and
- (iv) route training.

(5) For the purposes of subregulation (3) and (4), the Chief Flying Instructor or a Grade I or Grade II Flight Instructor who has been approved for the purpose by the Chief Flying Instructor, must provide supervision and guidance with regard to the following:

- (a) periodic surveillance;
- (b) assessment of the standard of instruction provided;
- (c) standardisation of the methods of instruction used; and
- (d) guidance on the conduct of all ATO operations.

(6) In addition to the subregulation of (3) and (4), the holder of a valid Grade III Helicopter Flight Instructor Rating must have demonstrated, to a Designated Flight Examiner with the appropriate type rating and specific field endorsement, or to a person authorised for the purpose in writing by the Executive Director, the ability to provide flight instruction in any of the following fields with a degree of competency appropriate to the privileges granted by the rating and endorsement, in order for him or her to exercise the privileges of:

- (a) instrument flight training: Provided that the holder has a valid Instrument Rating on either aeroplanes or helicopters;
- (b) turbine-engine helicopter flight training;
- (c) multi-engine helicopter flight training; and
- (d) FSTD training.

(7) Despite the provisions of subregulation (3), the holder of a Grade III Flight Instructor Rating, who has been the holder of a Grade I or Grade II Flight Instructor Rating in the past, may apply to the Executive Director to retain all or some of the privileges of a Grade II Flight Instructor.

(8) Despite the provisions of subregulation (3), the holder of a Grade III Flight Instructor Rating, who has a minimum of 500 hours flight instructor experience in the applicable category of aircraft, may apply to the Executive Director to exercise some of the privileges of a Grade II Flight Instructor.

(9) The requirements for the endorsements referred to in subregulation (6) are as follows:

- (a) in all cases the instructor must have:
 - (i) the flight instructor endorsement (FI) for the specific aircraft class, including make and model within a class, and aircraft type (where a type rating is required) in his or her logbook and licence (as required); or
 - (ii) written authorisation in the case of instruction on an approved FSTD;
- (b) in the case of instruction in an aeroplane helicopter or powered-lift, the instructor must have demonstrated proficiency in flying from each pilot seat.

- (c) for each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised; and
- (d) for the night rating instructor endorsement, the instructor must:
 - (i) be the holder of a night rating and show evidence of having completed the training at an approved ATO, as described in Appendix 13.1, exercises 19 and 20, of NAM CATS FCL 61;
 - (ii) demonstrate to a Designated Flight Examiner Grade I or II in the case of an initial Grade III skills test, or the Chief Flying Instructor of an approved ATO, in the case of an existing Grade III instructor, the ability to:
 - (aa) give a suitable night flying briefing;
 - (ba) give instruction in an aircraft or approved FSTD on instrument flying to the level required for a night rating; and
 - (ca) give flight instruction at night in an aircraft which must consist of at least three take-offs and three landings;
 - (iii) have his or her logbook endorsed by the Designated Flight Examiner or Chief Flying Instructor with the words “Authorised to give instruction for night ratings”.
- (e) for the instrument flight instructor endorsement, the instructor must:
 - (i) have given not less than 100 hours of instruction in an aircraft or an approved FSTD;
 - (ii) be the holder of a valid Instrument Rating appropriate to the aircraft category in which the instrument training is provided;
 - (iii) show evidence of having completed a course at an approved ATO as described in Appendix 13.4 of Document NAM CATS FCL 61, or an equivalent course acceptable to the Executive Director;
 - (iv) have demonstrated to a Designated Flight Examiner Grade I or II the ability to give suitable briefings and instruction in instrument flying to the level required for an Instrument Rating; and
 - (v) have his or her logbook endorsed by the Designated Flight Examiner Grade with the words “Authorised to give instruction for Instrument Ratings”;
- (f) for the multi-engine class rating instructor endorsement, the instructor must:
 - (i) have given at least 100 hours of instruction in an aircraft or an approved FSTD;
 - (ii) have accumulated at least 20 hours of flight time as pilot-in-command of a multi-engine aircraft;
 - (iii) show evidence of having completed a course at an approved ATO, as described in Appendix 13.2 of NAM-CATS FCL 61 or an equivalent course acceptable to the Executive Director;

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

- (vii) have his or her logbook endorsed by the Designated Flight Examiner with the words, “Authorised to give instruction for the type rating”.

Revalidation

61.21.7 (1) To revalidate a Grade III Flight Instructor Rating, the holder of the rating must comply with the following requirements:

- (a) within the 90 days immediately preceding the date of expiry of such rating, have undergone the appropriate skill test conducted by a designated examiner; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either:
 - (i) have given not less than 20 hours of flight instruction in the appropriate category of aircraft; or
 - (ii) provide proof of having attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO.

(2) The Designated Flight Examiner must endorse the successful revalidation check as a Flight Instructor Grade III in the candidate’s pilot logbook, complete the appropriate revalidation skills test form as set out Document NAM-CATS-FCL 61, and submit the form to the Executive Director within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test contemplated in subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the Designated Flight Examiner must:

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that, with immediate effect, he or she may not exercise the privileges of the rating until such time he or she meets all the requirements for the revalidation or re-issue of the rating; and
- (b) report such result to the Executive Director in writing as soon as practicable.

SUBPART 22 TYPE RATING INSTRUCTOR RATING (MULTI-PILOT AIRCRAFT)

Requirements for a Type Rating Instructor Rating

61.22.1 An applicant for the issue of a Type Rating Instructor Rating must:

- (a) hold a valid Airline Transport Pilot Licence (Aeroplane);
- (b) have successfully completed an approved type rating instructor training course;
- (c) have successfully completed 20 hours of type rating instructor pattern training as set out in Document NAM-CATS-FCL 61, conducted by a Grade I or a Grade II Flight Instructor in an approved FSTD;
- (d) have successfully undergone the instructor ground evaluation test referred to in Document NAM-CATS-FCL 61;

- (e) have undergone 5 sectors of type rating instruction under supervision of a type rated Grade I or II flight Instructor in an approved FSTD; and
- (f) have undergone the skill test referred to in regulation 61.22.3 conducted by a Designated Flight Examiner (FE) within 30 days of successfully completing the instructor ground evaluation referred to in paragraph (d).

Application for a Type Rating Instructor Rating

61.22.2 (1) An application for a Type Rating Instructor Rating must be made to the Executive Director on the appropriate form and in the manner set out in Document NAM-CATS-FCL 61 and submitted to the Executive Director within 30 days of having completed the skills test.

(2) The application referred to in subregulation (1) must be accompanied by the appropriate fee as prescribed in Part 187.

(3) If the applicant referred to in subregulation (1) complies with the requirements referred to in subregulation (1) the Executive Director must issue a Type Rating Instructor Rating in the appropriate form set out in Documents NAM-CATS-FCL 61.

Skills test

61.22.3 (1) An applicant for the issue of a Type Rating Instructor Rating must have demonstrated to an appropriately rated designated examiner, the ability to perform as a Type Rating instructor the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a Type Rating Instructor Rating.

(2) The applicant for Type Rating Instructor Rating must have undergone the skill test referred to in subregulation (1) within the 30 days immediately preceding the date of application.

(3) Before an applicant referred to in subregulation (1) submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that:

- (a) he or she has satisfactorily completed the required training conducted by an approved ATO; and
- (b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Type Rating Instructor.

(4) The applicant referred to in subregulation (1) must submit the skills test forms to the Executive Director, within 30 days of having completed the skills test.

Period of validity of Type Rating Instructor Rating

61.22.4 (1) A Type Rating Instructor Rating is valid for a period of 12 months calculated from the date of the initial issue of the rating and after that for a period of 36 months calculated from:

- (a) the date of revalidation, if the rating is revalidated within 90 days immediately prior to expiry; or
- (b) the date of the test, if the rating has expired or if revalidated more than 90 days prior to expiry.

(2) The holder of a Type Rating Instructor Rating that has expired, may, before a further period of 12 months calculated from the date of expiry of the rating has lapsed, apply to the Executive Director for the reissuing of a Type Rating Instructor Rating: Provided that the holder has:

- (a) attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO; and
- (b) undergone the appropriate skills test referred to in regulation 61.22.3.

(3) If a period of more than 12 months has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Executive Director for the reissuing of the rating: Provided that he or she:

- (a) has complied with the requirements for an initial issue for the Type Rating Instructor Rating; or
- (b) can prove that he or she has held a valid instructor rating during the lapsed period, in another Contracting State or on another category of aircraft, he or she may in accordance with Part 3 apply to the Executive Director for exemption from paragraphs (b), (c) and (d) of subregulation (1) of regulation 61.22.1.

(4) An application for the reissuing of the expired rating must be made in the manner prescribed in regulation 61.22.2.

Privileges and limitations

61.22.5 (1) A person may only hold a Type Rating Instructor Rating in respect of the category of aircraft for which he or she holds the corresponding type rating as pilot-in-command, issued in terms of this Part.

(2) A person holding a Type Rating Instructor Rating is entitled to provide type rating training under the auspices of an approved Part 121 operator in an aircraft or an approved FSTD.

Revalidation

61.22.6 (1) To revalidate a Type Rating Instructor Rating, the holder of the rating must comply with the following requirements:

- (a) within the 90 days immediately preceding the date of expiry of such rating, have undergone the appropriate skills test conducted by a designated examiner; and
- (b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either:
 - (i) have given not less than 20 hours of type rating instruction in the appropriate category of aircraft; or
 - (ii) provide satisfactory evidence proof of having attended a flight instructor refresher seminar as set out in Document NAM-CATS-FCL 61, conducted by an approved ATO.

(2) The Designated Flight Examiner must endorse the successful revalidation check as a Type Rating Instructor in the candidate's pilot logbook, complete the appropriate revalidation skills test form set out in Document NAM-CATS-FCL 61, and submit the form to the Executive Director within 30 days of having completed the skills test, together with the applicable fee as prescribed in Part 187.

(3) If the result of the skills test referred to in subregulation (1) reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the Designated Flight Examiner must:

- (a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that with immediate effect, he or she may not exercise the privileges of the rating until such time he or she meets all the requirements for the revalidation or re-issue of the rating; and
- (b) report the result to the Executive Director in writing as soon as practicable.

SUBPART 23 FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION

Requirements for FSTD instructor authorisation

61.23.1 (1) An applicant for the issue of a FSTD instructor authorisation for an aeroplane, helicopter or powered-lift category must:

- (a) hold or have held:
 - (i) a valid commercial pilot licence or Airline Transport Pilot Licence or an equivalent licence issued by an appropriate authority; and
 - (ii) a valid flight instructor rating, Type Rating Instructor Rating or an equivalent instructor rating issued by an appropriate authority in the past six months;
- (b) have undergone the skills test referred to in regulation 61.23.4; and
- (c) meet the requirements of the Act.

(2) The holder of a FSTD instructor authorisation seeking to qualify as a type-rating instructor must complete the following additional elements:

- (a) the operator's complete type-rating course as a learner, including technical knowledge and FSTD training;
- (b) the operator's type rating skills test conducted in the FSTD;
- (c) presentation of a complete type-rating course as a trainee instructor, conducted under the supervision of an appropriately authorised holder of a FSTD instructor authorisation or an appropriately rated flight instructor; and
- (d) a skills test as a FSTD type-rating instructor, conducted by a suitably type-rated and experienced Designated Flight Examiner II or Designated Flight Examiner I.

(3) The holder of a FSTD instructor authorisation seeking to conduct instrument flight (IF) training towards an Instrument Rating must hold or have held, in the previous 60 months, a valid Instrument Rating.

(4) The holder of a FSTD instructor authorisation seeking to qualify as a multi-crew cooperation (MCC) instructor must complete the training as outlined in Document NAM-CATS-FCL 61.

(5) The holder of a FSTD instructor authorisation seeking to qualify for any other FSTD Instructor Authorisation must undergo:

- (a) training appropriate to the training to be conducted; and
- (b) skills tests appropriate to the course as a FSTD instructor for which authorisation is sought, by a suitably rated and experienced Designated Flight Examiner DFE II or DFE I.

(6) An applicant for a FSTD instructor authorisation in a multi-pilot FSTD must:

- (a) have completed at least 500 hours of flight time as pilot of multi-pilot aeroplanes, helicopters or powered lift aircraft; and
- (b) within the 12 months immediately preceding the date of application, have completed at least four route sectors on the same type, as pilot or co-pilot or as supernumerary crew of aeroplanes, helicopters or powered-lift aircraft; or
- (c) in the case of a person no longer holding a valid pilot licence, have completed at least 1 500 hours of flight time as pilot of multi-pilot aeroplanes, helicopters or powered lift aircraft; and
- (d) if the authorisation is sought for training in a FSTD other than a multi-pilot FSTD, have 500 hours of flight time as pilot of aeroplanes, helicopters or powered lift aircraft.

(7) For the purpose of this Subpart, the phrase “multi-pilot aeroplane” or “multi-pilot helicopter” or “multi-pilot powered lift” is deemed to be:

- (a) an aeroplane or a helicopter or a powered-lift required in terms of its approved flight manual to be operated by more than one pilot; or
- (b) an aeroplane or helicopter or powered-lift required to be operated in terms of the Regulations with more than one pilot, and for which the operations manual provide for a division of the tasks between the Pilot Flying (PF) and the Pilot Not Flying (PNF).

(8) An applicant for a FSTD instructor authorisation must have successfully completed, as a learner, the FSTD content of the training course for which the authorisation is sought.

(9) If the FSTD instructor authorisation is sought for training in a multi-pilot FSTD, the applicant must have successfully completed an approved crew resource management (CRM) course.

(10) In the case of a course leading to the authorisation for conducting training for any of the courses, the applicant must have presented all the applicable course under the direct supervision of a Grade I or Grade II instructor who is the holder of the appropriate type rating as flight instructor, or of a person authorised in writing for the purpose by the Executive Director.

(11) The applicant for a FSTD instructor authorisation must record in the appropriate logbook all training for the purposes of FSTD instructor authorisation.

Application for a FSDT instructor authorisation

61.23.2 (1) An application for a FSDT authorisation must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61.

- (2) The application referred to in subregulation (1) must be accompanied by:
 - (a) proof that the applicant has been the holder of a Commercial Pilot Licence or Airline Transport Pilot Licence in the appropriate category if not currently holding such pilot licence;
 - (b) proof of holding or having held an Instrument Rating if the applicant is to conduct training towards an Instrument Rating;
 - (c) a certified summary of the applicant's logbook or logbooks reflecting his or her pilot flying hours and the FSTD hours; and
 - (d) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue a FSTD instructor authorisation in the appropriate form set out in Document NAM-CATS-FCL 61, if the applicant complies with the prescribed requirements.

Theoretical knowledge examination

61.23.3 (1) An applicant for the issue of a FSTD instructor authorisation must have passed the appropriate written examination as set out in Document NAM-CATS-FCL 61.

(2) The holder of a valid instructor rating may be exempted in terms of the regulations and technical standards from the parts of the examination already passed for the issue of his or her instructor rating.

(3) In the case of an instructor rating that has lapsed for a period of more than five years, the applicant for a FSDT instructor authorisation will be required to undergo the examinations referred to in subregulation (1).

Skills test

61.23.4 (1) An applicant for the issuing of a FSTD instructor authorisation must demonstrate the ability to perform the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a FSTD instructor authorisation.

- (2) The skills test referred to in subregulation (1) must be conducted:
 - (a) by a Designated Flight Examiner, who must be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or
 - (b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements, or by a person authorised in writing for the purpose by the Executive Director.

(3) The applicant referred to in subregulation (1) must have undergone the skills test referred to in that subregulation, within six months of passing the theoretical knowledge examination referred to in regulation 61.22.3, and within the 30 days immediately preceding the date of application.

(4) The skills test referred to in subregulation (1) must have been conducted in an appropriate FSTD.

(5) If the applicant for the issuing of a FSTD instructor authorisation complies with the prescribed requirements, the Designated Flight Examiner must:

- (a) sign the appropriate page of the authorisation of such holder;
- (b) endorse the logbook of such holder; and
- (c) complete the appropriate form set out in Document NAM-CATS-FCL 61 and submits the form to the Executive Director.

Period of validity of FSTD instructor authorisation

61.23.5 A FSTD instructor authorisation is valid for a period of three years calculated from the date of issue or re-issue of the authorisation or from the date of expiry of the authorisation if such authorisation is revalidated.

Privileges

61.23.6 (1) A person at an approved ATO may not conduct training in a FSTD towards obtaining a licence or a rating, or for the purposes of prescribed recurrent or refresher training, unless he or she is the holder of a valid:

- (a) FSTD instructor authorisation appropriate to the aircraft category and level of qualification of the FSTD in which the training is conducted; or
- (b) flight instructor rating and endorsements appropriate to the training to be given in the FSTD and unless he or she has been trained, to the satisfaction of the approved ATO, to provide instruction in the FSTD to be utilised, and has been trained in the techniques required to give instruction in a FSTD.

(2) A FSTD instructor authorisation may be issued for any of the following courses in aeroplanes, helicopters or powered-lift aircraft:

- (a) training towards type ratings and class ratings for which there is an approved FSTD;
- (b) instrument flight training;
- (c) recurrent training;
- (d) refresher training;
- (e) multi-crew cooperation (MCC) training; and
- (f) other training.

(3) The holder of a FSTD instructor authorisation has a responsibility of properly maintaining a logbook detailing all training undergone and conducted, and also showing all flights as an observer.

(4) The holder of a FSTD instructor authorisation, whilst conducting training in a FSTD, must produce the authorisation when requested by an authorised officer, inspector or authorised person.

Revalidation

61.23.7 (1) To revalidate a FSTD instructor authorisation, the holder of FSTD Instructor Authorisation Certificate must, within the 12 months immediately preceding the date of expiry of such authorisation:

- (a) have conducted a type rating, refresher, recurrent, Instrument Rating or multi-crew co-operation (MCC) training course;
- (b) have completed an exercise of at least one hour duration in the role of Pilot Flying (PF) in the FSTD comprising at least two approaches and, where applicable, two take-offs and landings;
- (c) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft; and
- (d) have within the 90 days immediately preceding the date of application, undergone the skills test referred to in regulation 61.23.4.

(2) The flight instructor or designated examiner, as the case may be, must, upon compliance with the requirements referred to in subregulation (1) by the holder of the authorisation:

- (a) issue the skills test report; and
- (b) sign the appropriate page of the authorisation.

(3) If the result of the proficiency check contemplated in subregulation (1) reveals that the holder of the authorisation has failed to maintain the minimum standard required to exercise the relevant privileges the flight instructor or designated examiner:

- (a) must submit the skill test report to the Executive Director; and
- (b) may not sign the appropriate page of the authorisation.

(4) In the case of failure of a revalidation test, the Executive Director must in terms of the Act, suspend the FSTD instructor authorisation with immediate effect and until such time that the holder passes the revalidation test.

(5) The holder of a FSTD instructor authorisation must make the application for the revalidation of the FSTD instructor authorisation in terms of regulation 61.23.2.

Re-issue

61.23.8 (1) The holder of a FSTD instructor authorisation that has expired may apply to the Executive Director for the re-issue of the expired authorisation.

(2) The Executive Director must re-issue the expired FSTD instructor authorisation if the applicant complies with the requirements for a FSTD instructor authorisation.

SUBPART 24 NIGHT RATING**Requirements for Night Rating**

61.24.1 (1) An applicant for the issuing of a night rating must:

- (a) hold a valid pilot licence;
- (b) submit proof of having have completed the training referred to in subregulation (2);
- (c) submit proof of having passed the theoretical knowledge examination referred to in regulation 61.24.3; and
- (d) have undergone the skills test referred to in regulation 61.24.4.

(2) An applicant for a night rating must have completed under the auspices of an approved ATO:

- (a) five hours of theoretical knowledge instruction and have successfully completed the appropriate training as set out in Document NAM-CATS-FCL 61;
- (b) not less than 10 hours of instrument instruction, of which not more than five hours may be accumulated in an approved FSTD;
- (c) in the case of a night rating on aeroplanes, not less than five take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction; or
- (d) in the case of a night rating on helicopters, not less than five circuits with five take-offs and five landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
- (e) in the case of a night rating on a glider, not less than five launches and landings by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
- (f) in the case of a night rating on a free balloon, not less than five launches and ascents by night as pilot manipulating the controls of the aircraft whilst under dual instruction;
- (g) in the case of a night rating for an airship, not less than five ascents and descents by night as pilot manipulating the controls of the aircraft under dual instruction; and
- (h) a dual cross-country flight by night consisting of at least:
 - (i) in the case of a night rating for aeroplanes a total distance of not less than 150 NM in the course of which at least one full stop landing at a different aerodrome away from base is made; or
 - (ii) in the case of a night rating for helicopters, a total distance of not less than 75 NM in the course of which landings at two different aerodromes away from base are made;
 - (iii) in the case of a night rating for gliders, a total distance of not less than 35 NM in the course of which two landings are made;

- (iv) in the case of a night rating for free balloons, a total distance of not less than 35 NM in the course of which landings at two different aerodromes away from base are made;
 - (v) in the case of a night rating for airships, a total distance of not less than 15 NM in the course of which two landings are made.
- (3) A maximum of five hours instrument time can be credited towards the 10-hour requirement for:
- (a) a helicopter pilot if the applicant for a night rating is the holder of an instrument or night rating on an aeroplane; and
 - (b) aeroplane pilot if the applicant for a night rating is the holder of a night rating on a helicopter.

Application for a Night Rating

61.24.2 (1) An application for a night rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61.

- (2) The application must be accompanied by:
- (a) the skills test report as prescribed in Document NAM-CATS-FCL 61;
 - (b) satisfactory evidence that the applicant meets the requirements of regulation 61.24.1; and
 - (c) the appropriate fee as prescribed in Part 187.

(3) If the applicant referred to in subregulation (1) complies with the appropriate requirements, the Executive Director must issue a night rating in the appropriate form set out in Document NAM-CATS-FCL 61.

(4) A night rating is valid as long as the pilot licence of the holder of the rating is valid and the appropriate requirements for the rating are maintained.

Theoretical knowledge examination

61.24.3 An applicant for the issue of a night rating must have passed the written examination on the theoretical knowledge requirements administered by the Authority.

Skills test

61.24.4 (1) An applicant for the issue of a night rating must have demonstrated to a designated examiner, the ability to perform the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a night rating.

(2) The skills test referred to in subregulation (1) must be conducted in an aircraft of the applicable category, and must include a minimum of three take-offs, three circuits and three landings by night and if applicable, the instrument component of the skills test may be conducted by day.

(3) The applicant referred to in subregulation (1) must have undergone the skills test within the 30 days immediately preceding the date of application.

(4) The skills test referred to in subregulation (1) may be conducted in an approved FSTD.

Period of validity of Night Rating

61.24.5 A night rating is valid for the period for which the pilot licence held by the holder of the rating is valid.

Privileges

61.24.6 (1) Subject to the provisions of the Act the holder of a valid night rating is entitled to exercise all the privileges of his or her pilot licence by night in the type of aircraft for which the holder is rated.

(2) Despite subregulation (1), the holder of a night rating must, in the case of single-pilot helicopter operations carried out in terms of Part 127, meet additional experience requirements as prescribed by that Part.

SUBPART 25 TEST PILOT QUALIFICATION

General

61.25.1 (1) For purpose of this Subpart, “test flight” means a flight for the purpose of the issuing, validation or rendering effective an authority to fly or a certificate of airworthiness of an aircraft.

- (2) A test flight must be carried out:
- (a) prior to the initial issuing of a certificate of airworthiness;
 - (b) for the validation required to render effective a certificate of airworthiness previously issued by the Authority;
 - (c) after any maintenance, adjustment or repair likely to affect the flying characteristics of the aircraft as referred to in the maintenance manual prescribed in Part 148;
 - (d) to test the operation or effective functioning of a system of an aircraft that does not affect the flying characteristics of the aircraft;
 - (e) to certify that an aircraft meets all applicable safety and performance requirements for type certification; and
 - (f) to certify that an experimental or prototype aircraft meets all applicable safety and performance requirements for non-type certification.

Pilots qualified to conduct flight test

61.25.2 A test flight must be carried out by:

- (a) a pilot who is a graduate test pilot of one of the test pilot schools recognised and approved by the Executive Director; or

- (b) a graduate test pilot from any other school whose written application and supporting documents have been evaluated against the qualifications listed in this Subpart and accepted by the Executive Director.

Test pilot rating requirements

61.25.3 An applicant for the issuing of a test pilot rating must:

- (a) be 21 years of age or older;
- (b) hold a valid Private Pilot Licence, Commercial Pilot Licence or Airline Transport Pilot Licence;
- (c) hold a valid Class 1 medical certificate issued in terms of Part 67 irrespective of the type of pilot licence held by the applicant;
- (d) be the holder of the appropriate aircraft category rating;
- (e) be the holder of the appropriate aircraft class and type rating;
- (f) have acquired the experience referred to in regulation 61.25.4; and
- (g) have successfully completed the training referred to in subregulation 61.25.5.

Experience required for test pilot rating

61.25.4 An applicant for the issuing of a test pilot rating must:

- (a) if the privileges of the rating are to be exercised as co-pilot of an aircraft or prototype, have acquired no less than 500 hours flight time as pilot-in-command of aircraft; or
- (b) if the privileges of the rating are to be exercised as pilot-in-command of an aircraft or prototype, have completed not less than 1 000 hours of flight time on an aircraft of which 700 hours must be as pilot-in-command of aircraft including at least 300 hours on test flights flown in accordance with a production acceptance test procedure established in terms of Part 148.

Training required for test pilot rating

61.25.5 An applicant for the issuing of a test pilot rating must have successfully completed the appropriate training as prescribed in Document NAM-CATS-FCL 61.

Application for a test pilot rating

61.25.6 An application for the issuing of a test pilot rating must be made to the Executive Director in the appropriate form as prescribed in Document NAM-CATS-FCL 61 and accompanied by:

- (a) a certified true copy of the pilot licence held by the applicant;
- (b) a valid Class 1 medical certificate issued in terms of Part 67;
- (c) a copy of a summary of the logbook of the applicant;

- (d) an original or certified copy of proof that the applicant has successfully completed the appropriate training referred to in regulation 61.25.5; and
- (e) the appropriate
- (f) fee as prescribed in Part 187.

Issuance of a test pilot rating

61.25.7 (1) The Executive Director must issue a test pilot rating if the applicant complies with the requirements referred to in regulation 61.25.3.

(2) The Executive Director must issue the test pilot rating on the appropriate form as prescribed in Document NAM-CATS-FCL 61.

Period of validity of a test pilot rating

61.25.8 Unless revoked or suspended in terms of the Act, a test pilot rating is valid for a period for which the pilot licence held by the holder of the rating is valid: Provided that the holder of the rating may not exercise the privileges of the test pilot rating, unless he or she complies with the provisions of regulation 61.25.9.

Privileges of a test pilot rating

61.25.9 The holder of a test pilot rating is entitled to act as a co-pilot or pilot-in-command of an experimental, prototype aircraft which is engaged in experimental, developmental, or investigative test flying in accordance with the test schedule approved by the Executive Director, for the purpose of issuing a type certificate, or a non-type certificate, or a validation of or rendering effective a certificate of airworthiness of such aircraft.

Maintenance of competency

61.25.10 A person may not act as pilot-in-command of a prototype aircraft, unless he or she has, within the six months immediately preceding the test flight, completed not less than 50 hours of flight time on test flights as co-pilot or pilot-in-command of prototype aircraft.

SUBPART 26 TUG PILOT RATING

Requirements for Tug Pilot Rating

- 61.26.1** (1) An applicant for the issuing of a tug pilot rating must:
- (a) hold a valid private pilot licence, commercial pilot licence or airline transport licence;
 - (b) hold an appropriate type rating for the aircraft in respect of which the applicant will act as a tug pilot; and
 - (c) have acquired at least 60 hours as pilot-in-command of the type of aircraft to be used for the tug operation;
 - (d) complete at least 10 tug operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a Tug Pilot Rating designated for such purpose in writing by the Executive Director; and

- (e) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a Tug Pilot Rating designated for such purpose in writing by the Executive Director, the ability to act as pilot-in-command of a tug aeroplane whilst having an aircraft in tow.

(2) The Grade 1 or Grade II flight instructor who oversees the skills test must endorse the pilot's logbook and submit notification of the endorsement to the Executive Director as set out in Document NAM-CATS-FCL 61.

Application for Tug Pilot Rating

61.26.2 An application for the issuing of a Tug Pilot Rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61, and be accompanied by:

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

Privileges

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

SUBPART 27 TOW RATING

Requirements for a Tow Rating (Aeroplane)

61.27.1 An applicant for a Tow Rating must:

- (a) hold at least a valid Private Pilot Licence (Aeroplane);
- (b) hold the appropriate endorsement for an aircraft within a class rating or type rating for the aeroplane;
- (c) have acquired at least 60 hours as pilot-in-command of a tow aircraft;
- (d) have acquired suitable experience that includes at least completion of 10 tow operations under the supervision of an appropriately rated Grade I or Grade II flight instructor, or by the holder of a Tow Rating designated for such purpose in writing by the Executive Director; and
- (e) have demonstrated to an appropriately rated Grade I or Grade II flight instructor or the holder of a Tow Rating designated for such purpose in writing by the Executive Director, the ability to act as pilot-in-command of an aeroplane while having a banner in tow.

(2) The Grade 1 or Grade II flight instructor who oversees the skills test referred to in subregulation (1) must endorse the pilot's logbook and submit notification of the endorsement to the Executive Director as set out in Document NAM-CATS-FCL 61.

Application for tow pilot rating (Aeroplane)

61.27.2 An application for the issuing of a tow pilot rating is made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61, and accompanied by:

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

Privileges of a Tow Rating (Aeroplane)

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

SUBPART 28 HELICOPTER SLING-LOAD RATING**Requirements for Helicopter Sling-Load Rating**

61.28.1 (1) An applicant for the issuing of a Helicopter Sling-Load Rating must:

- (a) hold, a valid Commercial Pilot Licence (Helicopter) or a valid Airline Transport Pilot Licence (Helicopter);
- (b) hold an appropriate valid class and type rating for the helicopter in respect of which the applicant will carry out helicopter sling-load operations;
- (c) have acquired not less than 250 hours of flight time as pilot-in-command of a helicopter of which not less than five hours flight time of sling load operations must have been undertaken under the supervision of an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid helicopter sling load rating;
- (d) have successfully completed the appropriate training set out in Document NAM-CATS-FCL 61; and
- (e) have successfully undergone a skills test demonstrating to an appropriately rated Grade I flight instructor, or to a person designated by the Executive Director in writing for the purpose, his or her ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter sling load rating.

(2) The applicant must undergo the skills test referred to in paragraph (e) of subregulation (1) within 30 days immediately preceding the date of application.

Application for Helicopter Sling-Load Rating

61.28.2 (1) An application for the issuing of a Helicopter Sling-Load Rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61, and must be accompanied by:

- (a) a copy of a summary of the logbook of the applicant reflecting the appropriate experience;
- (b) certified proof of completion of the training referred to in regulation 61.28.(1)(d); and

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

(2) The Executive Director must issue a helicopter sling load rating, in the appropriate form set out in Document NAM-CATS-FCL 61, if the applicant complies with the prescribed requirements.

Privileges

61.28.3 (1) Subject to the provisions of the Act the holder of a Helicopter Sling-Load Rating is entitled to act in VMC under VFR as pilot-in-command of the type of helicopter for which the holder is class and type rated, engaged in sling-load operations.

(2) The privileges referred to in subregulation (1) may only be exercised at night if the holder of the sling load rating is also the holder of the night rating, and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

(3) Despite the provisions of subregulation (1), the privileges referred to in that subregulation may be exercised in IMC under IFR by an appropriately rated helicopter pilot who is also the holder of a valid helicopter Instrument Rating: Provided that the uplift and laying down of the sling load is carried out with the use of external visual references by day or night and prior approval is received from the Executive Director.

Period of validity of Helicopter Sling-Load Rating

61.28.4 A Helicopter Sling-Load Rating is valid as long as the pilot licence and type rating held are valid.

SUBPART 29 HELICOPTER WINCHING RATING

Requirements for Winching Rating (Helicopter)

61.29.1 (1) A person who applies for the issuing of a helicopter winching rating must:

- (a) hold a valid Commercial Pilot Licence (Helicopter) or a valid Airline Transport Pilot Licence (Helicopter);
- (b) hold an appropriate valid type rating for the helicopter in respect of which the applicant will carry out winching operations;
- (c) have acquired at least 250 hours of flight time experience as pilot-in-command of a helicopter of which not less than five hours flight time of winching operations must have been undertaken under the supervision of an appropriately rated Grade II or Grade I flight instructor, who is the holder of a valid helicopter winching rating;
- (d) have successfully completed the training as set out in Document NAM-CATS-FCL 61; and
- (e) have successfully passed the prescribed skills test by demonstrating, to an appropriately rated Grade I flight instructor, or to a person designated by the Executive Director in writing for the purpose, the ability to perform as pilot-in-command of a helicopter the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of a helicopter winching rating referred to in regulation 61.29.3.

- (2) The applicant must undergo the skills test referred to in paragraph (e) of subregulation (1) within 30 days immediately preceding the date of application.

Application for Winching Rating (Helicopter)

61.29.2 (1) An application for the issuing of a helicopter winching rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61; and accompanied by:

- (a) a copy of a summary of the logbook reflecting the relevant experience of the applicant;
- (b) proof of completion of the training referred to in paragraph (d) of subregulation (1) of regulation 61.29.1; and
- (c) the appropriate fee as prescribed in Part 187.

(2) If the applicant for the issuing of a helicopter winching rating complies with the prescribed requirements, the Executive Director must issue a helicopter winching rating in the form set out in Document NAM-CATS-FCL 61.

Privileges

61.29.3 (1) The holder of a helicopter winching rating is entitled to act as pilot-in-command of the type of helicopter for which the holder is rated under VMC, for a helicopter engaged in helicopter winching operations.

(2) The privileges referred to in subregulation (1) may only be exercised at night if the holder of the winching rating is also the holder of the night rating and the position of the helicopter, its flight attitude and its height can be maintained by reference to external objects, adequately illuminated by helicopter, ground or celestial lighting.

- (3) The privileges of the helicopter winch rating may not be exercised in IMC.

Period of validity of Winching Rating (Helicopter)

61.29.4 A Helicopter Winching Rating is valid for the period for which the pilot licence and type rating are valid.

SUBPART 30 HELICOPTER GAME OR LIVESTOCK CULL RATING

Requirements for Helicopter Game or Livestock Cull Rating

61.30.1 (1) An applicant for the issuing of a Helicopter Game or Livestock Cull Rating must:

- (a) hold a valid Commercial Pilot Licence (Helicopter) or a valid Airline Transport Pilot Licence (Helicopter);
- (b) hold an appropriate valid type rating for the helicopter in respect of which the applicant will carry out game or livestock cull operations;
- (c) have acquired the relevant experience that should at least include completion of not less than 100 hours of flight time as pilot-in-command of a helicopter of which not less than five hours of flight time of game or livestock cull operations must have been undertaken under the supervision of:

- (i) an appropriately rated Grade I or Grade II flight instructor who is the holder of a valid Helicopter Game or Livestock Cull Rating; or
- (ii) a pilot designated in writing for the purpose by the Executive Director;
- (d) have successfully completed the training as set out in Document NAM-CATS-FCL 61; and
- (e) have successfully undergone a skills test demonstrating to a Designated Flight Examiner, in a suitable helicopter for which the Helicopter Game or Livestock Cull Rating is sought, the ability to perform the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of the Helicopter Game or Livestock Cull Rating.

Application for Helicopter Game or Livestock Cull Rating

61.30.2 (1) An application for the issuing of a Helicopter Game or Livestock Cull Rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61, and accompanied by:

- (a) a copy of a summary of the logbook reflecting the relevant experience of the applicant;
- (b) proof of completion of the training referred to in regulation 61.30.1 (1)(d); and
- (c) the appropriate fee as prescribed in Part 187.

(2) If the applicant for a Helicopter or Livestock Cull Rating complies with the prescribed requirements, the Executive Director must issue a Helicopter Game or Livestock Cull Rating in the form set out in Document NAM-CATS-FCL 61.

Privileges and limitations

61.30.3 (1) The holder of a Helicopter Game or Livestock Cull Rating is entitled to act as pilot-in-command of the type of helicopter for which the holder is rated, engaged in game or livestock cull operations.

(3) A person may not act as pilot-in-command of a helicopter engaged in game or livestock culling operation, unless within the 12 months immediately preceding the intended flight he or she has performed a game or livestock culling operation in a helicopter of the same type by name either independently or under the supervision of an appropriately rated Grade I or Grade II flight instructor.

Period of validity of Helicopter Game or Livestock Cull Rating

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

SUBPART 31 AGRICULTURAL PILOT RATING

Requirements for Agricultural Pilot Rating

61.31.1 (1) An applicant for the issue of an Agricultural Pilot Rating must:

- (a) hold a valid pilot licence issued in terms of Part 61 or Part 62 in the category aeroplane, helicopter, or other applicable licence or type ratings and in the event of acting for remuneration, hold at least a valid Commercial Pilot Licence (Aeroplane or Helicopter) or a valid Part 96 authorisation, as applicable;
- (b) hold an appropriate valid class and type rating for the aircraft in respect of which the applicant will carry out agricultural operations;
- (c) hold an environmental clearance certificate required in terms of the environmental legislation of Namibia, if required in terms of such legislation;
- (d) have acquired not less than 300 hours of flight time experience, which must include not less than 30 hours in the case of aeroplanes and 10 hours in the case of helicopters, of flight experience in aerial applications under supervision by a suitably qualified person; and
- (e) have undergone the skills test referred to in regulation 61.31.3.

(2) At least two hours of the flight experience referred to in subregulation (1) must be dual instruction conducted by the holder of an appropriately rated Grade I or a Grade II flight instructor who is the holder of the appropriate category, class or type rating and the Agricultural Pilot Rating.

(3) The remainder of the prescribed flight experience referred to in subregulation (1) may be conducted under the supervision of the holder of a valid Commercial or Airline Transport Pilot Licence (Aeroplane or Helicopter) as the case may be, with an Agricultural Pilot Rating, designated by the Executive Director in writing for the purpose.

Application for an Agricultural Pilot Rating

61.31.2 (1) An application for an Agricultural Pilot Rating must be made to the Executive Director in the appropriate form set out in Document NAM-CATS-FCL 61.

(2) The application must be accompanied by:

- (a) a certified true copy of the environmental clearance certificate referred to in regulation 61.31.1;
- (b) a copy of the relevant page of the logbook of the applicant;
- (c) the skills test report as set out in Document NAM-CATS-FCL 61; and
- (d) the appropriate fee as prescribed in Part 187.

(3) The Executive Director must issue an Agricultural Pilot Rating in the form prescribed in Document NAM-CATS-FCL 61 if the applicant complies with the prescribed requirements.

(4) An Agricultural Pilot Rating is valid for as long as the pilot licence and the environmental clearance certificate held by the holder of the rating, remains valid.

Skills test

61.31.3 (1) An applicant for the issue of an Agricultural Pilot Rating must have demonstrated to a Grade I instructor with an Agricultural Rating, or to a person designated by the Executive Director in writing for the purpose, the ability to perform as pilot-in-command of the type of aircraft for which the applicant is rated, the procedures and manoeuvres as set out in Document NAM-CATS-FCL 61, with a degree of competency appropriate to the privileges granted to the holder of an Agricultural Pilot Rating.

(2) The applicant for an Agricultural Pilot Rating must have undergone the skills test referred to in subregulation (1), within the 30 days immediately preceding the date of application.

(3) The skills test referred to in subregulation (1) must be carried out in an aircraft which is equipped with dispensing apparatus and which is certificated for agricultural operations in terms of Part 21 or Part 24 as the case may be.

Privileges

61.31.4 (1) Subject to the provisions of the Act the holder of an Agricultural Pilot Rating is entitled to act as pilot-in-command of the type of aircraft for which the holder is rated, engaged in agricultural operations.

(2) The holder of an Agricultural Pilot Rating may not exercise the privilege in subregulation (1) unless such pilot has:

- (a) within the 12 months immediately preceding the flight, conducted at least five hours of agricultural flight time; or
- (b) successfully undergone a skills test as contemplated in regulation 61.31.3 and which has been endorsed in the pilot's logbook.

(3) The holder of a Recreational or Private Pilot Licence (Helicopter) may not exercise the privilege in subregulation (1) for hire or reward or while engaged in a commercial air transport operation unless the holder of the Recreational Pilot Licence (Helicopter) is also the holder of the appropriate Part 96 Authorisation.

SUBPART 32 DESIGNATED EXAMINERS**Categories of Examiners**

61.32.1 (1) Designation of examiners may be in one or more of the following categories:

- (a) Flight Examiner (FE);
- (b) Type Rating Examiner (TRE);
- (c) Class Rating Examiner (CRE);
- (d) Commercial & Instrument Rating Examiner (CIRE);
- (e) Airline Transport Pilot Examiner (ATPE);
- (f) Flight Instructor Examiner (FIE); and

- (g) Synthetic Flight Examiner (SFE);
- (h) Glider Flight Examiner (GFE);
- (i) Free Balloon Flight Examiner (FBFE); and
- (j) Airship Flight Examiner (AsFE);

(2) Any reference to “examiner” in this Subpart means a reference to each and every category of the examiners referred to in subregulation (1).

(3) Designation in any of the categories referred to in subregulation (1) may be in any of the aircraft categories and will be indicated by the letters A, H, G, B or A for Aeroplane, Helicopter, Glider, Free Balloon or Airship respectively.

(4) Examiners may be designated in more than one of the aircraft categories provided that they meet the qualification and experience requirements set out in this Subpart for each of the aircraft categories for which authorisation is sought.

(5) In order to provide for exceptional circumstances, the Executive Director may, on written application, approve a national of an appropriate authority to act as a Foreign Flight Examiner (FFE), for a period not exceeding 90 days, for the purposes of Instrument Rating revalidation, class and type rating revalidations, initial type ratings or differences training.

(6) The FFE must comply with the validation requirements of regulation 61.01.10.

(7) The Executive Director must issue the designation referred to in subregulation (5) in writing, subject to the payment of relevant fee referred to in Part 187.

(8) In order to be considered for the purposes of subregulation (5), the applicant for designation as examiner must meet at least the following minimum experience and qualification levels:

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

General requirements for designation as flight examiners

61.32.2 An applicant for designation as flight examiner must:

- (a) hold at least a valid Commercial Pilot Licence in the applicable category of aircraft and a valid Grade I or Grade II Flight Instructor Rating or in the case of a Type Rating Examiner, a Type Rating Instructor certificate;
- (b) hold valid licences and type or class ratings issued in terms of this Part, at least equal to the licence and ratings for which he or she seeks authorisation to conduct skills tests or proficiency checks and unless specified otherwise, the appropriate valid flight instructor rating and endorsements;
- (c) be qualified to act as pilot-in-command of the aircraft during a skills test or proficiency check;
- (e) meet the applicable experience requirements prescribed under 61.32.3;
- (e) meet the conditions as prescribed in the Regulations and in Document NAM-CATS-FCL 61;
- (f) have attended a flight examiner assessment course, as prescribed in Document NAM-CATS-FCL 61;
- (g) have conducted at least one skills test in the role of a candidate examiner for which designation is sought and be trained and exercised in:
 - (i) briefing of candidate prior to a skills test;
 - (ii) conduct of the skills test;
 - (iii) de-briefing after the skills test; and
 - (iv) handling of post-test documentation;
- (h) have undergone a Designated Examiner Acceptance Skills Test otherwise known as the Flight Examiner Oversight Monitored check flight prescribed in paragraph 2 of NAM-CATS 61.32.2 and conducted by an Aviation Safety Inspector (ASI) or an authorised officer or by a Designated Flight Examiner appointed for the purpose by the Executive Director;
- (i) be currently active in the field of aviation for which the designation is sought; and
- (j) prior to initial appointment, appear before and be approved by a panel constituted by the Executive Director for the purpose of assessing the eligibility of the candidate examiner for designation.

Specific requirements for designation as flight examiners

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

- (a) for conducting skills tests for the issue of the PPL (A) and skills tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, the applicant must have:

- (i) completed at least 1,000 hour of flight time as a PI on aeroplanes or TMGs, of which at least 300 in aeroplane class for designation;
 - (ii) 500 hours of flight instruction in aeroplanes and 100 in class;
 - (iii) 100 hours pilot-in-command night time.
- (b) for conducting skills tests for the issue of the CPL (A) and skills tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance and complex aeroplanes, the applicant must have:
 - (i) a CPL (A), appropriate class rating;
 - (ii) a valid Flight Instructor (FI) Grade II rating with an aeroplane category and an appropriate class rating.
 - (iii) 2000 hours as pilot-in-command which includes at least
 - (iv) 1000 hours in aeroplanes;
 - (v) 500 hours in the class of aeroplane for which the designation is sought;
 - (vi) 100 hours in aeroplanes at night;
 - (vii) 200 hours in high performance and complex aeroplanes;
 - (viii) 500 hours as a FI in aeroplane which includes at least 100 hours of flight instruction given in the class of aeroplane appropriate to the designation sought;
 - (ix) 200 hours as an instrument FI of which 100 hours were in aeroplanes; and
 - (x) 100 instruction time preparing pilots for CPL.
- (2) An applicant for designation as a Flight Examiner (Helicopter) (FE (H)) must meet the following additional requirements:
 - (a) for conducting skills tests for the issue of the PPL (H) and skills tests and proficiency checks for associated class and type ratings:
 - (i) completed at least 1,000 hours of flight time as a pilot-in-command, of which at least 500 were in helicopters; and
 - (ii) 200 hours of flight instruction in helicopters.
 - (b) for conducting skills tests for the issue of the CPL(H) and skills tests and proficiency checks for the associated single-pilot single engine helicopter type ratings:
 - (i) hold a CPL (H), appropriate class rating;
 - (ii) hold a valid FI Grade II rating with a helicopter category and appropriate class rating;
 - (iii) 2000 hours flight time as PI, of which at least 500 hours were in helicopters;

- (iv) 200 hours as a FI in helicopters which includes; and
 - (v) 50 hours instruction time preparing pilots for CPL;
 - (c) if applying for large helicopters to be listed on the designation certificate, 100 hours acting as pilot-in-command in large helicopters, including a minimum of 50 hours in the type sought.
- (3) An applicant for designation as a Type Rating Examiner (Aeroplane) (TRE (A)) must meet the following additional requirements:
- (a) in the case of MP aeroplanes, have completed 1,500 hours of flight time as a pilot of MP aeroplanes, as applicable, of which at least 500 hours may be as PIC as pilot-in-command;
 - (b) in the case of single pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single pilot aeroplanes, of which at least 200 hours may be as pilot-in-command;
 - (i) hold a CPL or ATPL and a FI rating or TRI certificate for the applicable type;
 - (ii) for the initial issue of a TRE designation, have completed at least 50 hours of flight instruction as a FI, TRI or SFI with a type rating endorsement in the applicable type or FSDT representing that type.
- (4) An applicant for designation as a Type Rating Examiner (Helicopter) (TRE (H)) must meet the following additional requirements:
- (a) hold a TRI (H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI (H) rating with a TRI endorsement for the applicable type;
 - (b) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or FSTD representing that type;
 - (c) in the case of multi-pilot helicopters:
 - (i) hold a CPL (H) or ATPL(H); and
 - (ii) have completed 1,000 hours of flight as a pilot on multi-pilot helicopters; of which at least 500 hours must be as pilot-in-command.
 - (d) in the case of single-pilot multi-engine helicopters:
 - (i) have completed 1,000 hours of flight as pilot on helicopters, of which at least 500 hours must be as pilot-in-command; and
 - (ii) hold a CPL (H) or ATPL (H) and, when applicable, a valid IR (H).
 - (e) in the case of single-pilot single-engine helicopters:
 - (i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours must be as pilot-in-command; and
 - (ii) hold a CPL (H) or ATPL (H);

- (f) to extend the authorisation of a TRE (H) from single-pilot multi-engine to multi-pilot multi-engine authorisation on the same type of helicopter, the holder must have at least 100 hours in multi-pilot operations on this type.

(5) An applicant for designation as a Class Rating Examiner (Aeroplane) (CRE A) must meet the following additional requirements:

- (a) hold a CPL (A), or ATPL (A) with single pilot privileges;
- (b) hold a Grade II FI rating with a class rating instructor endorsement for the applicable class or type; and
- (c) have completed 500 hours of flight time as a pilot on aeroplanes.

(6) An applicant for designation as a Class Rating Examiner (Helicopter) (CRE (H)) must meet the following additional requirements:

- (a) hold a CPL (H), or ATPL (H) with single pilot privileges;
- (b) hold a Grade II FI rating with class rating instructor endorsement certificate for the applicable class or type; and
- (c) have completed 500 hours of flight time as a pilot on helicopters.

(7) An applicant for designation as a Commercial and Instrument Rating Examiner (Aeroplane) (CIRE (A)) must meet the following additional requirements:

- (a) hold a commercial pilot licence with an aeroplane category rating, the appropriate class rating or ratings, and an Instrument (A) rating;
- (b) hold a valid FI rating with an aeroplane category, the appropriate class rating(s) and an IF (A) rating; and
- (c) have 2000 hours as PI, which includes at least:
 - (i) 1000 hours in aeroplanes;
 - (ii) 500 hours in the class of aeroplane for which the designation is sought;
 - (iii) 200 hours of instrument flight time in actual or simulated conditions; and
 - (iv) 100 hours at night in aeroplanes;
 - (v) 500 hours as a FI in aeroplanes which include at least:
 - (aa) 100 hours of flight instruction given in the class of aeroplanes applicable to the designation sought; and
 - (ba) 250 hours of IF instruction, of which 200 hours were given in aeroplanes;
- (d) if applying for large, turbine-powered aircraft to be listed on the designation certificate, an additional 300 hours acting as pilot-in-command in large, turbine powered aircraft, of which at least 50 hours in the type sought is required, and 25 hours on type for each additional type.

(8) An applicant for designation as a Commercial and Instrument Rating Examiner (Helicopter) (CIRE (H)) must meet the following additional requirements:

- (a) hold a valid CPL (H) with appropriate class rating, and an IF (H) rating;
- (b) have 2000 hours as PIC which includes at least:
 - (i) 500 hours in helicopters; and
 - (ii) 200 hours of IF time in actual or simulated conditions;
- (c) for authority to conduct skills tests in large or turbine-powered Helicopters:
 - (i) 100 hours as PIC of large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
 - (ii) 25 hours for each additional type of large helicopter for which designation is sought.
 - (iii) 250 hours as a FI (H), which include at least:
 - (aa) 100 hours of flight instruction given in preparing pilots for CPL(H); and
 - (ba) 50 hours of IF instruction in helicopters.

(9) An applicant for designation as an Airline Transport Pilot Examiner (Aeroplane) (ATPE (A)) must meet the following additional requirements:

- (a) hold an ATPL with an aeroplane category rating, appropriate class rating(s) and an IF (A) rating;
- (b) hold a valid FI (A) rating with the appropriate class rating(s) and an IF (A) rating;
- (c) have 2000 hours as PIC, which includes at least:
 - (i) 1500 hours in aeroplanes;
 - (ii) 500 hours in the class of aeroplane for which the designation is sought;
 - (iii) 100 hours at night in aeroplanes;
 - (iv) 200 hours in complex aeroplanes;
 - (v) 100 hours of IF time in actual or simulated conditions; and
 - (vi) 500 hours as a FI in aeroplanes, which include at least:
 - (aa) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought;
 - (ba) 250 hours of IF instruction, of which 200 hours were given in aeroplanes; and

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

(12) An applicant for designation as a Flight Instructor Examiner (Helicopter) (FIE (H)) must meet the following additional requirements:

- (a) hold the relevant FI rating and endorsement, as applicable;
- (b) have completed 2000 hours of flight time as pilot on helicopters; and
- (c) have at least 100 hours of flight time instructing applicants for a FI rating with relevant endorsement.

(13) An applicant for designation as a Synthetic Flight Examiner (Aeroplane) (SFE (A)) must meet the following additional requirements:

- (a) hold or have held an ATPL (A), a class or type rating and a SFI (A) certificate for the applicable type of aeroplane;
- (b) have at least 1500 hours of flight time as a pilot on multi-pilot aeroplanes; and
- (c) for the initial issue of a SFE designation, have completed at least 50 hours of synthetic flight instruction as a SFI (A) on the applicable type.

(14) An applicant for designation as a Synthetic Flight Examiner (Helicopter) (SFE (H)) must meet the following additional requirements:

- (a) hold or have held an ATPL(H), a class or type rating and an SFI (H) certificate for the applicable category and type of helicopter;
- (b) have at least 1500 hours of flight time as a pilot on multi-pilot helicopters; and
- (c) for the initial issue of an SFE (H) designation, have completed at least 50 hours of synthetic flight instruction as a SFI (H) on the applicable type.

(15) An applicant for designation as a Designated Flight Examiner (Glider) DFE (G)) must meet the following additional requirements:

- (a) hold at least a valid Glider Pilot Licence and a valid Grade II FI rating; and
- (b) have accumulated in gliders, not less than 1000 flying hours, of which at least:
 - (i) 500 hours must be in the appropriate class of gliders;
 - (ii) 200 hours must be flight instruction time on the specific type of glider for which designation is sought.

(16) An applicant for designation as a Designated Flight Examiner (Free Balloon) (DFE (FB)) must meet the following additional requirements:

- (a) hold at least a valid CPL (FB) and a valid Grade I FI rating; and
- (b) have accumulated in FB not less than 1 000 flying hours, of which at least:
 - (i) 500 hours must be in the appropriate class of FBs;
 - (ii) 200 hours must be flight instruction time on the specific type of FB for which designation is sought.

(17) An applicant for designation as a Designated Flight Examiner (Airship) (DFE (As)) must meet the following additional requirements:

- (a) hold at least a valid CPL (As) and a valid Grade I FI rating; and
- (b) have accumulated in airships not less than 1 000 flying hours, of which at least:
 - (i) 500 hours must be in the relevant class of As;
 - (ii) 200 hours must be flight instruction time on the specific type of As.

(18) An applicant for authorisation to act as examiner in a skills test or a proficiency check in respect of a helicopter sea class rating, a helicopter Agricultural Pilot Rating, a helicopter sling load rating, a helicopter winching rating, or a Helicopter Game or Livestock Cull Rating, must be the holder of the applicable valid rating.

(19) An applicant for designation as a Designated Flight Examiner (Aeroplane or Helicopter or Powered-lift) must, prior to conducting a skills test in a FSTD, have conducted a similar test under the supervision of a Designated Flight Examiner who has experience at examining skills tests in a FSTD.

Application for designation as flight examiner

61.32.4 (1) An application for designation as flight examiner must be made to the Executive Director on the form set out in Document NAM-CATS-FCL 61 and must be accompanied by:

- (a) original or certified copy of the two most recent pages of the applicant's flying logbook indicating flying experience;
- (b) proof of holding the required valid licence;
- (c) original or certified proof of the applicant having successfully attended the flight examiner assessment course as prescribed in subregulation 61.32.2(f);
- (d) original or certified proof of the applicant having passed the examiner designation acceptance test as prescribed in subregulation 61.32.2(h);
- (e) motivation as to why the applicant believes he or she should be considered for designation; and
- (f) the applicable fee as prescribed in NAM-CARS 187.

(2) An application in terms of subregulation (1), containing any incorrect, false or misleading information, including in respect of any supporting documentation must be disqualified.

(3) If any incorrect, false or misleading information comes to light, subsequent to the approval of the application in terms of subregulation (1), the Executive Director may in terms of Sections 42 to 45 of the Act suspend or revoke the designation of a person as a Designated Flight Examiner.

(4) In addition to the suspension or revocation, referred to in subregulation (3), criminal proceedings may be instituted in terms of Part 185 and any tests that may have been conducted by the applicant may be declared invalid.

Issuing of designation as Designated Flight Examiner

61.32.5 (1) The Executive Director may issue a designation as flight examiner in the form determined by the Executive Director, if the applicant:

- (a) meets the requirements prescribed in regulations 61.32.2 and 61.32.3;
- (b) has a good record as a pilot and as flight instructor as far as safety and adherence to the regulations are concerned; and
- (c) signs an undertaking to abide by the Code of Conduct for Designated Flight Examiners as compiled by the Executive Director.

(2) The designation referred to in subregulation (1) must indicate the period of validity, its category, and any endorsements, restrictions or limitations that may apply.

(3) An initial designation as examiner is valid for a period of one year from date of designation, and after that for a period of 24 months.

(4) If designation referred to in subregulation (1) is refused, despite the fact that the applicant meets the requirements the Executive Director must provide the applicant with written reasons for the refusal.

Re-designation as Designated Flight Examiner

61.32.6 (1) An application for re-designation as flight examiner must be made on the form set out in Document NAM-CATS-FCL 61 to reach the Executive Director not less than 90 days prior to the beginning of the month in which the designation expires, together with the non-refundable fee as prescribed in Part 187.

(2) Submission of an application in terms of subregulation (1) does not automatically entitle the applicant to continue to exercise the privileges of a Designated Flight Examiner after the expiry date.

- (3) Redesignation of as Flight Examiners is dependent on the examiner:
 - (a) having attended at least one Designated Flight Examiners conference or workshop under the auspices of the Authority during the preceding 12 months from expiry of his or her current designation;
 - (b) having been subjected to the oversight prescribed in regulation 61.32.7;
 - (c) having completed at least five skills tests or proficiency checks annually to the standard required by the Executive Director; and
 - (d) having complied with the duties as prescribed in Document NAM-CATS-FCL 61.

Designation, oversight, suspension and revoking of designation as Flight Examiner

61.32.7 (1) A designation to act as flight examiner is a privilege and not a right and, a designation or re-designation is not automatic upon meeting the requirements of this subpart.

(2) The designated flight examiner conducts tests or checks on behalf of the Authority.

(3) The Executive Director must exercise oversight in respect of DFE, before the designation and after the designation within 12 months after initial designation and after that at least once every two years in respect of each Designated Flight Examiner for the purposes of compliance with the requirements, including maintenance of flight and safety standards.

(4) If the Executive Director has reasonable grounds to suspect misconduct, or any commissions or omissions that could compromise flight safety, he or she may refuse to designate, or may suspend or revoke designation as flight examiner.

(5) The Executive Director must provide written reasons for any refusal to designate, or any suspension, revocation, or limitation of designation as flight examiner.

Authorisations and limitations of Designated Flight Examiners

61.32.8 (1) The Executive Director must determine the authorisations and limitations of a Designated Flight Examiner dependent upon the applicant's qualifications, recent and total flight experience and must specify the qualifications and experience on the certificate issued by the Executive Director.

(2) If a Designated Flight Examiner exercises the authorisations of his or her designation as an observer in flight or in an approved FSTD, and not as a required flight crew member, the holder of the designation is not required to hold a valid medical certificate.

(3) A Designated Flight Examiner must limit the number of skills tests and proficiency checks to a maximum of four tests or checks for each working day, subject to the limitations of Part 91 or the operator's flight and duty time limitations as filed with the Executive Director.

(4) A skills test or proficiency check may be conducted by a Designated Flight Examiner in an aircraft under the following conditions:

- (a) if a test is to be administered in a piston engine aeroplane (single- or multi-) having a maximum certificated mass of 5 700 kg or less, or in a helicopter, as the case may be, and if the Designated Flight Examiner is not current on such aircraft, the pilot to be tested must have a valid licence and be appropriately rated to act as pilot-in-command on the aircraft;
- (b) in the case where the test is to be executed in aircraft that require a single-engine turboprop class rating or type rating to be endorsed in the pilot licence, the Designated Flight Examiner must be instructor rated in that class or type of aircraft;
- (c) for the purposes of conducting an Instrument Rating revalidation in an aircraft certified for multi crew operation, and if the Designated Flight Examiner is not rated, the aircraft crew must comprise of two appropriately licenced pilots, and where the test is assessed by the Designated Flight Examiner, not occupying a pilot seat; and
- (d) the Designated Flight Examiner, when occupying a pilot seat as examiner in an aircraft with a maximum certificated mass in excess of 5 700 kg must hold a valid type rating for the aircraft in which the test is being carried out.

- (5) DE's may conduct skills test or proficiency checks in an approved FSTD, under the following conditions:
- (a) except as otherwise stated, a flight simulator training device, whether a flight simulator (FFS) or flight training device (FTD) used for flight checks must:
 - (i) meet the requirements of the simulator manual or equivalent document of an appropriate authority; and
 - (ii) provide visual scenery approved for circling to permit the demonstration of one approach manoeuvre to land, where the flight crew is authorised to conduct circling approaches in accordance with the company operations manual;
 - (b) if conducting a skills test or proficiency check or an OPC in an approved FSTD the DE's may not participate as a crew member and must limit their activities to the conduct of the PPT/OPC;
 - (c) the DE must conduct the skills test or proficiency check in real time to maintain verisimilitude and only use freeze and repositioning sparingly;
 - (d) the DE may not operate the approved FSTD unless qualified to do so;
 - (e) simulators must have for each observer an approved seat secured to the floor and fitted with positive restraint devices.
 - (f) the seat referred to in paragraph (e) must safely restrain the occupant during any known or predicted motion system excursion;
 - (g) if the simulator is unserviceable, the DE must refer to the Simulator Component Inoperative Guide, the Simulator Manual and the simulator qualification documents to determine if the test or check can proceed with the unserviceability;
 - (h) if guidance referred to in paragraph (g) is not available, the DE may refer to the NAMCARs, aircraft MEL, AOM/AFM, and use their experience and judgment to continue the test or check;
 - (i) if requesting a monitored check ride for a DE in a simulator with seating for four persons, the operator has the following options:
 - (aa) ask the training centre to add a seat to the simulator and observer seats must be secured to the floor of the flight simulator fitted with positive restraint devices and be of sufficient integrity to safely restrain the occupant during any known or predicted motion system excursion;
 - (ba) co-ordinate simulator training for the monitored DE to operate the (ca) console (replacing the sim operator);
 - (ca) use a different simulator that has sufficient seating;
 - (j) the Executive Director may also assess the possibility to conduct a monitor on a different aircraft type, where the DE has authority on more than one type;
 - (k) special cases must be assessed on an individual basis to determine the particular requirements;

- (l) authorisations and limitations for aeroplane and helicopter flight examiners are based on their qualifications and experience and will be contained in the examiner authorisation letter;
- (m) the following authorisations apply to gliders, free balloons and airship flight examiners:
 - (i) a DFE (G) will be authorised to exercise the test or check privileges of a Grade II Flight Instructor (Glider), and to conduct the skills tests or proficiency checks for the issue, revalidation or re-issue of a Grade II and III Flight Instructor Rating;
 - (ii) a DFE (FB) will be authorised to exercise the test/check privileges of a Grade I Flight Instructor (Free Balloon), and to conduct the skills tests or proficiency checks for the issue, revalidation or re-issue of a Commercial Free Balloon Pilot Licence and a Grade I, II and III Flight Instructor Rating;
 - (iii) a DFE (As) will be authorised to exercise the test/check privileges of a Grade I Flight Instructor (Airship), and to conduct the skills tests or proficiency checks for the issue, revalidation or re-issue of a Commercial Airship Pilot Licence and a Grade I, II and III Flight Instructor Rating;
- (n) in the case of a person designated in terms of subregulation (4) of regulation 61.32.1 to exercise the authorisations granted to him or her by the Executive Director; and
- (o) if a skills test or proficiency check involves a rating for special purposes, the examiner must be the holder of such special purpose rating.

Crew member status of Designated Flight Examiners

61.32.9 (1) If an examiner in an aircraft acts as a required flight crew member or as pilot-in-command when conducting a skills test or proficiency check, he or she may do so only by prior written agreement, proof of which must be retained at the point of departure.

(2) A Designated Flight Examiner may be allowed to act as pilot-in-command of an aircraft during a flight test under the following circumstances:

- (a) the skills test or proficiency check is for the issue of an Instrument Rating;
- (b) the skills test or proficiency check is for an aircraft type rating conducted from a pilot seat;
- (c) the Designated Flight Examiner considers this to be necessary in the interest of safety and the skills test or proficiency check is for the issue of an initial private pilot licence; and
- (d) in all other cases the status of the Designated Flight Examiner must be that of an observer.

Skills tests and proficiency checks by Designated Flight Examiners

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

Register of Designated Flight Examiners

61.32.11 (1) The Executive Director must keep a register of Designated Flight Examiners and persons approved by the Executive Director to act as Designated Flight Examiners.

(2) The register referred to in subregulation (1) must contain the following details:

- (a) name of the examiner;
- (b) category and authorisations and limitations of the designation or approval;
- (c) licences and ratings held by the examiner; and
- (d) expiry date.

(3) The Executive Director must on the Authority's website publish the names and details of Designated Flight Examiners.

SUBPART 33 AEROBATICS RATING**Requirements for an Aerobatics Rating (Graduate)**

61.33.1 (1) For the purpose of this Subpart "designated ARO" means an organisation, approved or designated by the Executive Director in accordance with Part 149 to have control over aerobatics sport activities prescribed in NAM-CATS Part 61.

(2) An applicant for an Aerobatics Rating (Graduate) must:

- (a) hold at least a valid Private Pilot Licence (Aeroplane);
- (b) be a member of a designated ARO;
- (c) have completed the aerobatics training course prescribed in Document NAM-CATS-FCL 61;
- (d) hold the appropriate type rating for the aeroplane; and
- (e) passed the skills test demonstrating to an aerobatics examiner as appointed by a designated ARO, that he or she can fly a linked sequence of spin, loop, stall turn and roll in a safe and controlled manner.

(3) The skills test referred to in subregulation (2)(e) must have been passed within 30 days immediately preceding the date of application.

Application for an Aerobatics Rating (Graduate)

61.33.2 (1) An application for an Aerobatics Rating (Graduate) must be made in the appropriate form set out in Document NAM-CATS-FCL 61 to the Executive Director or to a designated ARO.

(2) The application referred to in subregulation (1) must be accompanied by the skills test report as prescribed in Document NAM-CATS-FCL 61 and the prescribed fee, which may be not more than the fee prescribed in Part 187, if set by an designated ARO.

(3) If the applicant complies with the requirements referred to in regulation 61.33.1, the designated ARO must issue an Aerobatics Rating (Graduate) in the form determined by the Executive Director.

(4) An aerobatics rating is valid for the period of one year from the date of issue, provided the pilot licence of the holder is valid.

(5) The procedure for the revalidation of an aerobatics rating must be in accordance with Document NAM-CATS-FCL 61.

(6) An aerobatics rating, which has not been revalidated in time, may be re-issued after its holder has applied for, and meets the conditions for its initial issue, as prescribed in this Subpart.

Classes of Aerobatics Ratings

61.33.3 (1) The holder of an Aerobatics Rating (Graduate) may apply for any of the following classes of Aerobatics Ratings:

- (a) sportsman;
- (b) intermediate;
- (c) advanced; and
- (d) unlimited.

(2) An aerobatics rating in any of the classes, referred to in subregulation (1), must be issued if the candidate has complied with the appropriate requirements as set out in Document NAM-CATS-FCL 61.

(3) The provisions of regulations 61.33.1 and 61.33.2 apply with changes required by the context to the application for, and the issue of, the ratings referred to in subregulation (1).

Privileges of an Aerobatics Rating

61.33.4 (1) The holder of an aerobatics rating may, within the privileges of his or her pilot licence:

- (a) fly all the manoeuvres, figures and sequences pertaining to the class for which he or she holds the appropriate rating;
- (b) practise all the manoeuvres, figures and sequences pertaining to the class immediately above the one for which he or she holds a rating;
- (c) participate in any aerobatics event, sanctioned by an designated ARO; and
- (d) apply for a display authorisation, as contemplated in Part 91 of these regulations.

(2) The holder of an aerobatics rating may only exercise the privileges in subregulation (1) if he or she is a member in good standing of a designated ARO.