REGULATORY INFORMATION NOTICE

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

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RIN - 002/2018

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Requirements for the issuance of a Remote Pilot Aircraft System Instructors Rating and designation of Remote Pilot Aircraft System Examiner for Part 101 operations

This Regulatory Information Notice is issued in terms of Regulation **11.01.3** of the Civil Aviation Regulations, 2011 for compliance with Part 101.

This Regulatory Information Notice is applicable to:	
Aviation Training Organisations (ATOs)	ATO's accredited to provide training and testing for RPL Instructors Rating
Licensed Personnel	License holders issued in terms of Part 101 of the Civil Aviation Regulations, 2011

1. Introduction

The purpose of Regulatory Information Notice is to provide the practical experience requirements for the Remote Pilot Instructors Rating and requirements for the designation by the Director of Remote Pilot Aircraft System Examiner for Part 101.

2. Background

Part 101 of the Civil Aviation Regulations 2011 came into operation on the 1st July 2015 and this Regulatory Information Notice seeks to complement and enhance the objectives of Part 101. This Notice prescribes the requirements for flight training by an aspirant Remote Pilot Instructor and the required syllabus for such training. The Notice further prescribes training by an approved Aviation Training Organisation and the Designation of RPAS Examiner (DRE) by the Director.

3. Requirements and Experience

3.1 RPAS Instructor Training

3.1.1 Theoretical training shall comprise of the following:

(a) 30 Hours Theory made up of Train-the-Trainer/Fundamentals of instruction as well as an RPAS Instructors exam approved by SACAA;

(b) 10 Hours of Briefing as per the approved ATO syllabus; and

(c) 40 hours of file preparation.

3.1.2 Practical training shall include 3 Hours Patter on RPAS.

An RPAS instructor who holds an RPAS instructor's rating in a particular category such as Airplane, Helicopter or Multi-rotor, and who wishes to possess an additional category shall:

(a) obtain the category of Remote Pilot License; and

(b) complete 3 hours of patter per category and briefing with an approved ATO on the category to be added.

3.1.3 Credits for manned instructor:

A manned aviation instructor who wishes to hold RPAS instructors rating shall be credited with the 30 hours of theory made up of train the trainer /fundamentals of instruction and shall have achieved the following:

(a) RPAS Instructors exam approved by the SACAA;

(b) 10 hours briefing ;

(c) 40 hours file prep (RPAS Specific); and

(d) 3 hours patter per category.

3.2 Designated Remote Pilot Aircraft System Examiner

An RPAS Instructor may apply to the Director to be designated as a Designated RPAS Examiner provided that he or she holds an approved Remote Pilot License for a minimum period of 24 months and an Instructors rating for a minimum period of 12 months.

3.2.1 Application process

(a) The applicant shall submit in writing to the Director, a proposal containing three thesis topics. The proposal shall include a synopsis of each topic and such synopsis shall detail the logical flow of the planned research as well as the rationale behind the choice of topic.

(b) It is recommended that the applicant identifies an RPAS DFE as a mentor, who may assist with the determination of a suitable topic for presentation and provide a mentorship role in its final preparation.

(c) The applicant shall be notified of the preference of the topic(s), of which one is to be prepared for presentation, and may proceed with the research. The research shall be presented in written format and the applicant shall be required to research one of the suitable subjects, compile training notes and present the subject to a panel of examiners.

(d) The examiner and the authorised officer are required to review the thesis prior to assessment in order to formulate meaningful points of discussion during the assessment process and establish the suitability of the candidate. Once the thesis is approved in principle by the authorised officer a presentation regarding the thesis shall be held at a location of the candidate and authorised officer's choice.

3.2.2 Format of the presentation:

(i) The duration of the presentation on the research subject matter shall be at least 60 minutes long; and

(ii) Use of aids shall include transparencies or computer presentation software.

3.2.3 Thesis guidelines:

(a) Choice of the topic;

(b) The three topics shall be relevant to aviation and RPAS;

(c) The topics shall complement aeronautical knowledge or understanding as far as possible;

(d) Three topics with their respective synopses are required for submission to Director; and

(e) The applicant may be assisted by a mentor DRE and the mentor DRE may also assist the candidate with the choice of three topics.

3.2.4 Synopsis:

The applicant may use the assistance of the mentor DRE to determine whether there is adequate data for the three topics and the applicant shall–

(a) Develop a framework for each topic to determine whether the content is appropriate for the synopses; and

(b) Submit the synopses to the Director for acceptance of one for the required thesis.

3.2.5 Research guidelines:

(a) The material already obtained for the accepted synopsis may be expanded to make provision for more in-depth study.

(b) The applicant shall examine the material against the framework used for compiling the synopsis.

(c) The applicant shall decide on the analytical method(s) to be used as this may assist the applicant in arriving at useful deductions and conclusions such as, a hypothesis which may need to be tested for veracity. It is not important whether the hypothesis is valid or invalid, what is important is the deduction to be made. An empirical study shall differ greatly from a case study. The analytical method to be used shall therefore form a basis for the structure of the main body of the research.

(d) It is important for the applicant to work on the body of the document first.

(e) Regular consultation with the mentor DRE is vital at regular stages of the development of the main body of the thesis. This shall help the applicant to overcome possible intellectual hurdles or a mental block at a particular stage of the research or when writing the thesis.

(f) The applicant shall keep a record of references and bibliographies used throughout the research and writing of the thesis. There are acknowledged methodologies for the recognition of sources and the proposed thesis shall not consist only of references. However, the references and bibliography record shall strengthen or refute a discourse which forms part of the original work of the applicant.

3.2.6 Developing the body of the document:

(a) Before developing the body of the document, the applicant shall have an understanding of –

(i) Definitions;

(ii) Hypothesis;

(iii) Statements; and

(iv) Logic.

(b) Contribution of the research topic towards improving aviation safety such or improved operations in a particular area.

4.1 Consequences for Non Compliance with Regulatory Information Notice

Any entity or a person contravening or failing to comply with this Regulatory Information Notice shall be subject to enforcement action in terms of Part 185.

4.2 Approved Training Organisation (ATO)

An ATO shall be approved to conduct the training to instructors and for the issuance of licences, ratings and authorisations, as prescribed by the Civil Aviation Regulations, 2011 and its associated Technical Standards.

5. Points of Contact

Any queries or further guidance required as a result of this communication shall be addressed to:

Ms Neo Gouwe
011 545 1249
gouwen@caa.co.za

6. Cancellation of the Regulatory Information Notice

This Regulatory Information Notice shall remain operational until replaced by the amendment of Part 101 or whichever comes first.