

3. Meets SACAA expected standards

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

- Performance meets the recognised standard yet may include deviations that do not detract from the overall performance.
- Technical skills and knowledge meet the required level of competency.
- Behaviour indicates that situational awareness is maintained.
- Safety of flight is maintained. Risk is acceptably managed.

2. Below SACAA expected standards

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

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

1. Not yet competent

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

- Performance includes deviations that adversely affect the overall performance, are repeated, have excessive amplitude, or for which recognition and correction are excessively slow or non-existent, or the aim of the task was not achieved.
 - Tool handling and task management is rough or includes uncorrected or excessive deviations from specified limits.
 - Technical skills and knowledge reveal unacceptable levels of technical proficiency and/or depth of knowledge.
 - Behaviour indicates lapses in situational awareness that are not identified or corrected.
 - Safety is compromised. Risk is unacceptably managed.
- f. Aspects may be waived if deemed unsafe or if not applicable.
- g. If the examiner selects NA, he or she must motivate the decision on the observations page.
- h. Should the candidate achieve a 2 in any aspect, he or she must be re-assessed once in that aspect and the examiner must indicate the new grading (1, 3 or 4).
- i. This form will not be accepted if an aspect graded with a 2 is not re-assessed and re-graded.
- j. undergo remedial training as prescribed in the SACAR and must be re-assessed once in those aspects using the same form.
- k. This form must remain in the possession of the ATO until a re- assessment is conducted. Should the candidate achieve a grading of 1, in 5 aspects, the test or check shall immediately be discontinued, and the candidate must undergo remedial training as prescribed in the SACAR.
- l. The entire test or check must then be repeated using a new form. A copy of the old form shall be sent to the SACAA Testing Standards Section.
- m. The examiner must write comments on the observations page whenever an aspect is marked as 1.
- n. Typical areas of unsatisfactory performance and grounds for assigning a 1 are:
1. any action or lack of action by the applicant that requires corrective intervention by the examiner.
 2. consistently exceeding the tolerances.
 3. failure to take prompt corrective action when tolerances are exceeded.
 4. doubt regarding the successful outcome of an aspect.

Section 1: Ground evaluation

	M	E	R	I	Aspects	C	NC	SCALE
1	→	→	→	→	SA-CAR, SA-CATS, AIP and NOTAM			

Section 2: Engineering Practice

	M	E	R	I	Aspects	C	NC	SCALE
1	→	→	→	→				
2	→	→	→	→				
3	→	→	→	→				

Section 3: Theory of Flight

	M	E	R	I	Aspects	C	NC	SCALE
1	→	→	→	→				
2	→	→	→	→				
3	→	→	→	→				

Section 4: Batteries

	M	E	R	I	Aspects	C	NC	SCALE
1		→	→	→				
2		→	→	→				
3		→	→	→				

Section 5: Soldering

	M	E	R	I	Aspects	C	NC	SCALE
1		→	→	→				
2		→	→	→				
3		→	→	→				

Section 6: Electrical

	M	E	R	I	Aspects	C	NC	SCALE
1		→	→	→				
2		→	→	→				
3		→	→	→				

Section 7: Propellers

	M	E	R	I	Aspects	C	NC	SCALE
1	→							
2	→							
3	→							

Section 8: Piston engines

	M	E	R	I	Aspects	C	NC	SCALE
1	→							
2	→							
3	→							

Section 9: Gas Turbine

	M	E	R	I	Aspects	C	NC	SCALE
1	→							
2	→							
3	→							

Details of examiner			
Licence Number		Phone number	
I certify that all sections and aspects were carried out and assessed by me as indicated above:			
SIGNATURE OF CANDIDATE	NAME IN BLOCK LETTERS	DATE	

Details of the candidate.		
I certify that this form has not been altered or tampered with in any way whatsoever and all information on it is correct:		
SIGNATURE OF CANDIDATE	NAME IN BLOCK LETTERS	DATE