	Department:	**Personnel Licensing, Safety Standards and Assurance**		Form Number: CA 71-03.3
	Telephone number:	0860 267 435	*Email address:*	**ClientCare@caa.co.za**
	Physical address:	**Ikhaya Lokundiza, Bylsbridge Blvd, Bylsbridge Office Park, Olievenhoutbosch Road, Doringkloof, Centurion**		
	Postal address:	**Private Bag X73, Halfway House 1685**		*Website:* **www.caa.co.za**
DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE				
Bank: **Standard Bank of SA Ltd**	*Branch:* **Brooklyn, Pretoria**	*Branch Code:* **011245**		*Account Number:* **013007971**

SKILLS TEST OR COMPETENCY CHECK FOR REMOTE PILOT LICENCE AEROPLANE / HELICOPTER / MULTI ROTOR

POPIA CONSENT AGREEMENT:

In accordance with the provisions of the Protection of Personal Information Act No. 4 of 2013 ("POPIA"), all personal information must be processed lawfully and in a manner that does not infringe upon the data subject's right to privacy.

By completing this form in accordance with the Civil Aviation Act No. 13 2009 , you consent to the collection, processing, and, where necessary, the disclosure of the personal information provided herein for purposes strictly related to regulatory, administrative, operational, and compliance requirements .This may include, but is not limited to, processing the information for approvals, certification, communication, publication, or any related function reasonably required to fulfil the purpose for which the information was submitted.
Such information will only be shared with authorized third parties, including regulatory bodies such as the Department of Transport, service providers, consultants, or other relevant stakeholders, solely to the extent necessary to discharge the afore-mentioned obligations.

The South African Civil Aviation Authority ("SACAA") recognizes the importance of protecting personal information and undertakes to process and/or publish such information with the highest level of care and in full compliance with the safeguards and obligations imposed by POPIA. (For more information on how the SACAA processes your personal information, kindly refer to our Privacy policy on the SACAA website (link: https://www.caa.co.za/paia-and-privacy/).

NOTES:

1. This form must be submitted within 30 days of the completion of the skills test or revalidation, as applicable.
2. In the case of an initial skills test, this form must be accompanied by the application form CA101-01.0.
3. For this form to be accepted by the SACAA, each page must be completed in full and must be initialled by BOTH the examiner and the candidate with the exception of the signature page.
4. Any alteration to the test/check details, grading, observation(s) or any date must be initialled by the examiner. Any other alteration must be initialled by the candidate.

Initial skills test		Revalidation	

Details of Candidate			
Surname		Initial(s)	
License Number		Phone number	

Test/check details			Date of test 1 (dd/mm/yyyy)								
			Date of test 2 (dd/mm/yyyy)								
Examiner to check	Training certificate from manufacturer		Examination passed prior to test								
			Letter of recommendation (initial test only)								
	Licence		Logbook								
RPAS Type Training Course											
Name of Course											
Organisation											
RPAS Type											
RPAS Weight											
Date of Completion											

RPAS Aeronautical Experience											
	RPAS operating experience				Remarks						
Enter hours											
Test/ Check 1	Briefing Time		Flight Time		De-brief Time		Outcome	C		NC	
Test/ Check 2	Briefing Time		Flight Time		De-brief Time		Outcome	C		NC	
Remarks											

Note to the examiner and candidate					
a. Abbreviations					
C	Competent	**NYC**	Not yet competent	**I**	Initial skills test
R	Revalidation	✈	Mandatory aspect	**NA**	Not assessed
b. A person is competent if he or she demonstrates a combination of skills, knowledge and attitudes to perform a task to the prescribed standard					
c. Airmanship means consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.					
d. The candidate must demonstrate competency in all aspects of the ground evaluation section prior to proceeding with the practical test.					
e. The candidate may use all available automation and avionics unless otherwise specified by the examiner.					
f. The candidate shall use the standard operating procedures (SOP) and checklist applicable to the aircraft.					
g. When applying the following 4-point scale, the examiner must award the mark that best describes the weakest aspect(s) applicable to the candidate's performance.					
EXPLANATION OF 4-POINT SCALE					

4 = Excellent standard

Performance remains well above the minimum required standard.

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

3 = Meets SACAA expected standards

Minor deviations from the minimum required standard occur and performance remains within prescribed limits.

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

2 = Below SACAA expected standards

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

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

1 = Not Yet competent

Unacceptable deviations from the minimum required standard 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.
- Aircraft handling 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.
- Flight management skills are ineffective.
- Safety of flight is compromised. Risk is unacceptably managed.

h. Mandatory aspects may be waived if deemed unsafe or if not applicable to the aircraft in which the test is conducted.

i. If the examiner selects **NA,** he or she must motivate the decision on the observations page.

j. Should the candidate achieve a **2** in any aspect, he or she must be re-assessed **once** in that aspect during the same flight and the examiner must indicate the new grading (1, 3 or 4).

k. This form will not be accepted if an aspect graded with a **2** is not re-assessed and re-graded.

l. Should the candidate achieve a grading of **1,** in 4 or less aspects, he or she must undergo remedial training as prescribed in the SACAR and must be re-assessed **once** in those aspects using the same form. This form must remain in the possession of the ATO until a re-assessment is conducted.

m. Should the candidate wish to be re-assessed by another examiner, the latter examiner shall liaise with the examiner who conducted the first test.

n. Should the candidate achieve a grading of **1,** in 5 aspects, the test shall immediately be discontinued and the candidate must undergo remedial training as prescribed in the SACAR.

o. The entire test must then be repeated using a new form. A copy of the old form shall be sent to the SACAA Testing Standards Section of the SACAA.

p. The examiner must write comments on the observations page whenever an aspect is marked as **1**.

q. Should any aspect in sections **8** (Multi-pilot operation) or **9** (Airmanship) be assessed as **"NYC"**, the entire test must be repeated using a new form and the examiner must send a copy of the old form to the Testing Standards Section of the SACAA.

r. 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 to maintain safe flight.
2. consistently exceeding the tolerances suggested below.
3. failure to take prompt corrective action when tolerances are exceeded.
4. doubt regarding the successful outcome of an aspect.

s. The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.

Recommended tolerances			
Aeroplane		**Multi-rotor/ Helicopter**	
Height	Within 10% of height above ground	Height	Within 10% of height above ground
Direction	Within 20 degrees of assigned direction	Direction	Within 10 degrees of assigned direction
Rate of direction change	Steady rate while maintaining height and steady bank angle	Hover stability	Stable hover with minimal control input within 1 meter radius
Take off	Stable after lift- off control inputs	Take off Stable lift- off with fixed directional control	
Landing	Stable approach with limited bank and pitch changes	Vertical Landing	Stable approach to landing area with a continuous descent on a nominated landing spot

Section 1: Ground evaluation

		Aspects	**C**	**NYC**
1	✈	CAR/CATS, AIP, SUPPLEMENTS, AICs, NOTAMs and completion of ATS flight plan		
2	✈	Interpretation of weather reports, forecasts and charts		
3	✈	Flight planning, aircraft performance and charts (SID,STAR, APP and en-route)		
4	✈	All weather operations		
5	✈	Technical knowledge of aircraft (POH, AFM as applicable)		
6	✈	En-route navigation preparation and preparation of IFR navigation log		

Section 2: Pre-flight Operations

		Aspects					
1	✈	Pre-flight inspection, take-off data, passenger briefing		1	2	3	4
2	✈	Pre-start, start and after start procedures	NA	1	2	3	4
3	✈	QNH set, flight instruments and navigation aids set and checked		1	2	3	4
4	✈	Taxi and aerodrome procedures	NA	1	2	3	4
5	✈	Take-off briefing (RTO, EFATO, DEP, and Threat mitigation)		1	2	3	4

Section 3: Take-off and climb procedures

		Aspects				
1	✈	Take-off technique (T/O roll, speeds, rotation, transition to instruments)	1	2	3	4
2	✈	Initial climb-out (speed and direction), after take-off checks and en route climb including altimeter setting procedures (if applicable)	1	2	3	4
3	✈	Climb profile	1	2	3	4

Section 4: Descent, Arrival and landing Procedures

		Aspects				
1	✈	Approach Pattern	1	2	3	4
2	✈	Quality of landing	1	2	3	4

Section 5: Flight Manoeuvres Items applicable to Aeroplane

		Aspects					
1	✈	Turns while maintaining altitude		1	2	3	4
2	✈	Speed changes while maintaining altitude		1	2	3	4
3	✈	Horizontal figure 8	NA	1	2	3	4
4	✈	Stalls	NA	1	2	3	4
5	✈	Spin recovery (if approved for type)	NA	1	2	3	4

Section 6: Flight Manoeuvres Items applicable to RPA Helicopter

		Aspects				
1	✈	Tail-in Hover	1	2	3	4
2	✈	Tail-in hover squares and circles	1	2	3	4
3	✈	Tail-in hover Horizontal figure 8	1	2	3	4
4	✈	Tail in hover vertical triangle	1	2	3	4
5	✈	Transition for hover to forward flight and back to hover	1	2	3	4
6	✈	Side on hover	1	2	3	4
7	✈	Nose in hover	1	2	3	4

Section 7: Flight Manoeuvres Items applicable to RPA Multi-Rotor

		Aspects				
1	✈	Tail-in Hover	1	2	3	4
2	✈	Tail-in hover yawing slowly right and left	1	2	3	4
3	✈	Tail-in hover moving right and left	1	2	3	4
4	✈	Tail in hover moving forwards and backwards	1	2	3	4
5	✈	Tail in hover climb and descend	1	2	3	4
6	✈	Tail in hover vertical rectangle	1	2	3	4
7	✈	Tail in hover horizontal rectangle	1	2	3	4
8	✈	Nose in hover	1	2	3	4
9	✈	Fly a square box rotating the MR in te direction of flight	1	2	3	4
10	✈	From hover fly a circle rotating the MR nose-in the centre of the circle	1	2	3	4
11	✈	Transition from hover to forward flight	1	2	3	4
12	✈	Climbing and descending from level flight	1	2	3	4
13	✈	Turns from level flight	1	2	3	4
14	✈	Speed control in level flight	1	2	3	4

Section 8: Abnormal / emergency procedures

		Aspects				
1	✈	Engine Failure after lift off	1	2	3	4
2	✈	Engine failure approach to landing	1	2	3	4
3	✈	Lost link	1	2	3	4
4	✈	Autorotation – if applicable	1	2	3	4

Section 9: Airmanship

		Aspects	C	NYC
1	✈	Situational awareness and safety consciousness		
2	✈	Use of checklist(s)		
3	✈	Event/risk management processes and aeronautical decision making		
4	✈	Flying skills, accuracy and smoothness		
5	✈	RT procedures and proficiency, ATC liaison / compliance		
6	✈	Compliance with regulations		
7	✈	Flight management (fuel, engine considerations, etc.)		

Observations

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

Details of examiner who carried out re-test if applicable			
Licence Number		Phone number	
I certify that I re-assessed all the aspects as specified in the observation sheet:			
SIGNATURE OF EXAMINER	**NAME IN BLOCK LETTERS**	**DATE**	

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**