

**DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE**Bank: **Standard Bank of SA Ltd** Branch: **Brooklyn, Pretoria** Branch Code: **011245** Account Number: **013007971****COMPULSORY CLIENT PAYMENT CODE (to be completed on deposit slip)**

Service/transaction

Over the counter payments

EFT, Internet, Wire, Electronic payments

Skill test report for

PPL (A)

SKILLS TEST OR COMPETENCY CHECK REPORT FOR PRIVATE PILOT LICENCE (AEROPLANE)

NOTES:

1. This form must be submitted within 30 days of the completion of the skills test or competency check, as applicable.
2. In the case of an initial skills test, this form must be accompanied by the application form CA61-01.0.
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.
5. The test or check may be used for the addition of an aeroplane within a class provided all other requirements have been met and form CA 61-09.07 accompanies this form.
6. For the competency check of a PPL with instrument rating please use form CA 61-11.4 only

Initial skills test

Competency check

Details of Candidate

Surname

Initial(s)

Licence Number

Phone number

Test/check details

Date of test/check 1 (dd/mm/yyyy)

Date of test/check 2 (dd/mm/yyyy)

Examiner to check

Licence

Logbook

Letter of recommendation (skills tests or re-assessments only)

ATO legal entity name

ATO trading as name (As applicable)

SACAA ATO approval number e.g. SACAA/1000/ATO

NOTE! The old ATO approval number commencing with "0" is no longer to be used e.g., SACAA/0650/ATO

SACAA

1

ATO

ATO Certificate expiry date

ATO OpsSpec expiry date

Place of departure

Aircraft variant

Reg.

Test/check 1

Briefing
timeFlight
timeFSTD
timeDe-brief
time

Outcome

C

NC

Test/check 2

Briefing
timeFlight
timeFSTD
timeDe-brief
time

Outcome

C

NC

Remarks

Experience

DUAL

PIC

TOTAL

PIC
Cross-country
(initial test only)IF
(initial test only)FSTD
(initial test only)

Note to the examiner and candidate

a) Abbreviations

C	Competent	NC	Not competent	I	Initial skills test	C	Competency check
→	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 or check.
- e) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the test or check.
- f) The candidate may use all available automation and avionics unless otherwise specified by the examiner.
- g) The candidate shall use a checklist applicable to the aircraft.
- h) 4-point scale

When applying the 4-point scale, award the mark that best describes the weakest element(s) applicable to the candidate's performance.

4. Excellent standard

Performance remains well within the qualification standards and flight management skills are excellent.

- 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 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.
- 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 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.
- 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 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.
- 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.

- i) Mandatory aspects may be waived if deemed unsafe or if not applicable to the aircraft in which the test or check is conducted.
- j) If the examiner selects **NA**, he or she must motivate the decision on the observations page.
- k) 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).
- l) This form will not be accepted if an aspect graded with a **2** is not re-assessed and re-graded.
- m) During a competency check, in the case of a grading of **2**, the examiner may teach in a particular aspect and then immediately re-assess such aspect once during the same flight.
- n) 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.

In the case of an initial skills test this form must remain in the possession of the ATO until a re-assessment is conducted. In the case of a competency check, this form must remain in the possession of the examiner until a re-assessment is conducted. Should the candidate wish to be re-assessed by another examiner, the latter examiner shall liaise with the examiner who conducted the first test/check.

- o) 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.
- p) 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.
- q) The examiner must write comments on the observations page whenever an aspect is marked as **1**.
- r) Should any aspect in section **9** (Airmanship) be assessed as **NC**, the entire test or check 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.
- s) 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.
- t) The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.

Tolerances			
Single engine		Multi-engine	
Lift-off speed	+ 10 kt / - 5 kt	Lift-off / V _{REF} speed	+ 15 kt / - 5 kt
Climb	± 15 kt	Asymmetric flight	+ 15 kt / - 5 kt
Nominated approach speed	+ 10 kt / - 5kt	Nominated final approach speed	+ 10 kt / - 5 kt
Altitude / height	± 150 ft	V _{YSE}	± 5 kt
Heading	± 10°	Heading during asymmetric flight	± 15°

Section 1: Ground evaluation

	I	C	Subjects	C	NC
1	→	→	CAR, CATS, AIP and NOTAM		
2	→	→	POH of the aircraft used for the skills test for Operating limitations, Operational data (performance) and Mass and balance		
3	→	→	Interpretation of weather reports and forecasts		
4	→		Preparation of navigation exercise		

Section 2: Pre-flight Operations

	I	C	Aspects				
1	→	→	Pre-flight inspection, cockpit preparation, passenger briefing, etc.	1	2	3	4
2	→	→	Engine start and after-start procedures	1	2	3	4
3	→	→	Taxiing and aerodrome procedures	1	2	3	4
4	→	→	Completion of the pre take-off checks and crew briefing	1	2	3	4

Section 3: Take-off Procedures

I	C	Aspects						
1	→	→	Field- and/or obstacle limited take-off	NA	1	2	3	4
2	→		Cross-wind take-off	NA	1	2	3	4
3	→	→	Initial climb-out and after take-off checks		1	2	3	4
4	→	→	Compliance with ATC clearance or unmanned aerodrome procedures		1	2	3	4

Section 4: Flight Manoeuvres and Procedures

I	C	Aspects						
1	→	→	Steep turn (45° angle of bank)		1	2	3	4
2	→		Recognition of and recovery from a spiral dive		1	2	3	4
3	→	→	Handling the aircraft at critically low airspeeds		1	2	3	4
4	→		Stall entry and recovery in clean configuration	NA	1	2	3	4
5	→	→	Stall entry and recovery in any landing configuration	NA	1	2	3	4
6	→	→	Spin avoidance (must comply with a/c certification)	NA	1	2	3	4

Section 5: Low-level flying and Precautionary landing

I	C	Aspects						
1	→	→	Awareness of obstacles, terrain features and optical illusions		1	2	3	4
2	→	→	Technique and precautionary configuration		1	2	3	4
3	→	→	Control of height, direction and speed		1	2	3	4

Section 6: Emergency procedures

I	C	Aspects (at least 3)						
1	→	→	Simulated engine failure after lift-off (not lower than 500 feet AGL)		1	2	3	4
2	→	→	Simulated engine failure from a minimum of 2000 feet AGL		1	2	3	4
3	→		Fire/smoke in the cockpit (in-flight)		1	2	3	4
Specify others:								
4					1	2	3	4
5					1	2	3	4

Section 7: Approach and Landing Procedures

I	C	Aspects						
1	→	→	Joining procedures (ATC compliance or unmanned procedures)		1	2	3	4
2	→	→	Circuit procedures and applicable checks		1	2	3	4
3	→	→	Approach to land		1	2	3	4
4	→	→	Normal landing		1	2	3	4
5	→		Field limited landing	NA	1	2	3	4
6	→		Flapless approach and landing	NA	1	2	3	4
7	→		Cross wind landing	NA	1	2	3	4
8	→	→	Go-around procedure from flaps fully extended (Balked landing)		1	2	3	4

Section 8: Navigation

I	C	Aspects						
1	→		Setting course after departure		1	2	3	4
2	→		Basic navigation skills		1	2	3	4
3	→		Maintenance of the flight log		1	2	3	4
4	→		Adherence to the planned altitude/level, track and TAS		1	2	3	4
5	→		Flight management (fuel, engine considerations, FREDASS, etc.)		1	2	3	4
6	→		Diversion procedures		1	2	3	4
7	→		ATC/FIS liaison, compliance and R/T procedures		1	2	3	4
8	→		Appropriate use of navigational aids (including GPS if available)		1	2	3	4

Details of examiner who carried out test or check 1			
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 conducted section 8 (Navigation) (if different from above)			
Licence Number		Phone number	
I certify that I assessed all aspects of section 8 as indicated above:			
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE	

Details of examiner who carried out test or check 2			
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