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011-545-1459

Form Number: CA 61-04.4

Email: [ClientCare@caa.co.za](mailto:ClientCare@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**

## 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 (H)		

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

## NOTES:

- This form must be submitted within 30 days of the completion of the skills test or competency check, as applicable.
- In the case of an initial skills test, this form must be accompanied by the application form CA61-01.0.
- For this form to be accepted by the SACAA, each page must be completed in full and must be initialed by BOTH the examiner and the candidate with the exception of the signature page.
- Any alteration to the test or check details, grading, observation(s) or any date must be initialed by the examiner. Any other alteration must be initialed by the candidate.
- The test or check may be used for the addition of an helicopter type provided all other requirements have been met and form CA 61-09.07 accompanies this form.
- 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		Initials	
Licence Number		Phone number	


<b>Test/check details</b>				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 <b>NOTE! The old ATO approval number commencing with "0" is no longer to be used e.g SACAA/0650/ATO</b>				SACAA	1		ATO
ATO Certificate expiry date			ATO OpsSpec expiry date				
Place of departure							
Aircraft variant						Reg.	
Test/check 1	Briefing time	Flight time	FSTD time	De-brief time	Outcome	C	NC
Test/check 2	Briefing time	Flight time	FSTD time	De-brief time	Outcome	C	NC
Remarks							

## Experience

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

## Notes to the examiner and candidate

### a) Abbreviations

<b>C</b>	Competent	<b>NC</b>	Not competent	<b>I</b>	Initial skills test	<b>C</b>	Competency check
	Mandatory aspect	<b>NA</b>	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) When applying the 4-point scale, the examiner must award the mark that best describes the weakest aspect(s) applicable to the candidate's performance.

### 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 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.








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

<b>Tolerances</b>	
Height - normal forward flight	± 150 ft
Height - with simulated major emergency	± 200 ft
Height - hovering IGE	± 4 ft
Heading/Tracking of radio aids – normal flight	± 10°
Heading/Tracking of radio aids with simulated major emergency	± 15°
Speed take-off/ Approach	10 kt
Speed all other flight regimes	15 kt
Ground drift - take-off	No sideways or backwards movement
Ground drift – hover (maintaining adequate control)	± 3 ft
Ground drift - landing	No sideways or backwards movement















**Section 1: Ground evaluation**

	<b>I</b>	<b>C</b>	<b>Subjects</b>	<b>C</b>	<b>NC</b>
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		
5			Operational procedures (Local operating procedures)		





## Section 2: Pre-flight Operations

I	C	Aspects				
1		Pre-flight documentation and weather brief	1	2	3	4
2		Mass and balance and performance calculation	1	2	3	4
3		Pre-flight inspection/action, location of parts and their purpose	1	2	3	4
4		Cockpit inspection, engine starting, after starting and pre take-off procedures	1	2	3	4
5		Hover taxi and aerodrome procedures – runway crossing clearance awareness	1	2	3	4
6		Communication and navigation equipment checks, selecting and setting frequencies	1	2	3	4
7		Pre-take-off procedure, R/T procedure, ATC liaison-compliance	1	2	3	4








## Section 3: Take-off/Hover manoeuvres and Advanced Handling

I	C	Aspects				
1		Take-off and landing (lift off and touch down)	1	2	3	4
2		Take-off and after take-off checks	1	2	3	4
3		Stationary hover with head/cross/tail wind	NA	1	2	3
4		Stationary hover turns, 360° left and right (spot turns)	NA	1	2	3
5		Forward, sideways and backwards hover manoeuvring	1	2	3	4
6		Take-off & landings (various profiles) including crosswind, downwind take-off (if practicable)	NA	1	2	3
7		Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
8		Loss of Tail Rotor Effect (LTE)	NA	1	2	3
9		Quick stops into and from a downwind position	1	2	3	4
10		Sloping ground/unprepared site landings and take-offs	1	2	3	4
11		Confined area: power checks, reconnaissance technique, approach and departure technique	1	2	3	4
12		Vortex Ring State: Awareness of causes and avoidance	NA	1	2	3
13		Limited Power take-off and landing	1	2	3	4
14		Aerodrome R/T procedures and compliance with ATC	1	2	3	4




## Section 4: Flight Manoeuvres and Procedures

I	C	Aspects				
1		Level flight, control of heading, altitude/height and speed	1	2	3	4
2		Climbing and descending turns to specified headings	1	2	3	4
3		Level turns with up to 30° bank, 180° to 360° left and right	1	2	3	4
4		Change of airspeed in level flight	1	2	3	4







## Section 5: Navigation and En-Route Procedures (compulsory for initial skills test)

I	C	Aspects				
1		Navigation and orientation at various altitudes/heights, map reading	1	2	3	4
2		Altitude/height, speed, heading control, observation of airspace, altimeter setting	1	2	3	4
3		Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment	1	2	3	4
4		Correct track, instrument monitoring	1	2	3	4
5		Observation of weather conditions, diversion planning	1	2	3	4
6		Use of navigation aids (where available)	1	2	3	4
7		ATC liaison – compliance, R/T procedures	1	2	3	4





















## Section 6: Approach and Landing Procedures

I	C	Aspects				
1		Aerodrome arrival procedures	1	2	3	4
2		ATC liaison - compliance, R/T procedures	1	2	3	4
3		Parking, Shutdown and Post-flight procedure	1	2	3	4








### Section 7: Non-normal and Emergency Procedures

I	C	Aspects (the Examiner shall select at least 3 non-mandatory aspects)	1	2	3	4
1		Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate	1	2	3	4
2		Fuel system malfunction	1	2	3	4
3		Electrical system malfunction	1	2	3	4
4		Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	1	2	3	4
5		Anti-torque system failure and/or malfunction	1	2	3	4
6		Fire drills, including smoke control and removal, as applicable	1	2	3	4
7		Other abnormal and Emergency procedures as outlined in appropriate flight manual	1	2	3	4
8	 	Simulated engine failure from the hover	1	2	3	4
9	 	Auto-rotations, (Examiner to select two items from basic, range, minimum rate of descent, and manoeuvring turns)	1	2	3	4
10		Power-off landing	1	2	3	4
11	 	Practice forced landing with power recovery	1	2	3	4

### Section 8: Multi-Engine and Type Items

I	C	Aspects	1	2	3	4
1	 	Pre take-off and pre landing briefing (TDP & LDP)	1	2	3	4
2	 	Simulated single engine failure at the hover	1	2	3	4
3	 	Rejected take-off at or before Take-off Decision Point (TDP)	1	2	3	4
4	 	Fly-away shortly after TDP	1	2	3	4
5	 	OEI approach and touch-down	1	2	3	4
6	 	Go-around or touch-down following engine failure before Landing Decision Point (LDP)	1	2	3	4
7	 	OEI approach and touch-down after LDP	1	2	3	4
8	 	ATC liaison - compliance, R/T procedures, Airmanship	1	2	3	4
9	 	Simulated engine failure securing drill and engine fire emergency procedures and securing drill	1	2	3	4
10	 	Emergency procedures, as applicable:	1	2	3	4
Specify others:						
11			1	2	3	4
12			1	2	3	4
13			1	2	3	4

### Section 9: Airmanship

Aspects	C	NC
1  Situational awareness		
2  Aeronautical decision making (threat and error management)		
3  Safety consciousness (Lookout, safety checks etc.)		
4  Flying accuracy and smoothness		
5  RT procedures and proficiency, ATC liaison / compliance		
6  Compliance with regulations		
7  Flight management (fuel, engine considerations, FREDASS, etc.)		

<b>Aspects</b>	<b>Observations</b>

<b>Details of examiner who carried out the test or check 1</b>			
Licence Number		Phone number	
I certify that all sections and aspects were carried out and assessed by me as indicated above:			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

<b>Details of examiner who conducted section 5 (Navigation) (if different from above)</b>			
Licence Number		Phone number	
I certify that I assessed all aspects of section 5 as indicated above:			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

<b>Details of examiner who carried out the test or check 2</b>			
Licence Number		Phone number	
I certify that I re-assessed all the aspects as specified in the observation sheet:			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

I certify that this form has not been altered or tampered with in any way whatsoever and all information on it is correct:		
<b>SIGNATURE OF CANDIDATE</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>