SOUTH AFRICAN CIVIL AVIATION AUTHORITY

Section/division: **Personnel Licensing, Safety Standards and Assurance**
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Form Number: CA 61-05.4

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 CPL (A)		

SKILLS TEST OR COMPETENCY CHECK REPORT FOR COMMERCIAL 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 CPL with instrument rating please use form CA 61-11.4 only.

Skills test		Competency check	

Details of Candidate			
Surname		Initials	
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 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			
PIC cross-country (initial only)		Complex aeroplane (5 dual hours completed)	
PIC Night (initial only)		IF FSTD (initial only)	
IF aeroplane (initial only)		PIC total	
		Grand total	

Notes 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) 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 **10** (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.

Tolerances			
Altitude / height		**Speed**	
All engines operating	± 100 ft	Lift-off / Vr	+ 5 kt / - 0 kt
With simulated engine failure	± 150 ft	Climb	± 10 kt
Limited instrument panel	± 200 ft	Nominated final approach speed	+ 10 kt / - 5 kt
Tracking		Cruise	± 10 kt
VOR / NDB / GPS	± 5º	Limited instrument panel	± 10 kt
Heading		With simulated engine failure	+ 10 kt / - 5 kt
All engines operating	± 10º	V_{YSE} / V_2	± 5 kt
With simulated engine failure	± 15º		
Limited instrument panel	± 15º		

Section 1: Ground evaluation

	I	C	*Aspects*	C	NC
1	✈	✈	CAR/CATS, AIP, SUPPLEMENTS, AIC, NOTAMS and Completion of flight plan		
2	✈	✈	Runway and taxiway lighting, marking and indicators		
3	✈	✈	Technical knowledge of aircraft (POH, AFM as applicable)		
4	✈	✈	Flight Planning & Performance and Mass & balance		
5	✈	✈	Meteorology (interpretation of weather reports, forecasts and charts)		
6	✈		Preparation of navigation log and chart		

Section 2: Pre-flight Operations

	I	C	*Aspects*					
1	✈	✈	Pre-flight inspection, cockpit preparation, passenger briefing, etc.		1	2	3	4
2	✈	✈	Pre-start, start and after start procedures		1	2	3	4
3	✈	✈	Flight instruments and navigation aids set and checked (as applicable)		1	2	3	4
4	✈	✈	Taxi and aerodrome procedures (as applicable)		1	2	3	4
5	✈	✈	Take-off briefing (including departure and abnormal procedures)		1	2	3	4

Section 3: Take-off Procedures

	I	C	*Aspects*					
1	✈	✈	Field- and 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 (45º angle of bank) at a nominated airspeed		1	2	3	4
2	✈	✈	Slow flight handling		1	2	3	4
3	✈	✈	Stall entry and recovery in clean configuration	NA	1	2	3	4
4	✈	✈	Stall entry and recovery in any landing configuration	NA	1	2	3	4
5	✈	✈	Spin avoidance (must comply with a/c certification)	NA	1	2	3	4

Section 5: Instrument Flying (Not required if the IR is sought)

	I	C	*Aspects*					
1	✈	✈	Climbing, descending and rate 1 turns at nominated airspeeds		1	2	3	4
2	✈		Straight and level in various configurations		1	2	3	4
3	✈	✈	Steep turns (maximum 45º angle of bank) onto a nominated heading		1	2	3	4
4	✈	✈	Approach to the stall and recovery	NA	1	2	3	4
5	✈	✈	Recovery from unusual attitude/s	NA	1	2	3	4
6	✈	✈	Intercepting / tracking of NDB/VOR tracks and radials		1	2	3	4
7	✈	✈	Limited panel operations		1	2	3	4

Section 6: 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 with flaps fully extended (Baulked landing)		1	2	3	4

Section 7: Abnormal Operations

	Aspects (complete a minimum of 2 aspects)				
1	Fire / smoke in the cockpit (in-flight)	1	2	3	4
2	Fuel system	1	2	3	4
3	Electrical system	1	2	3	4
4	Flight controls and trim systems	1	2	3	4
5	Flap system	1	2	3	4
6	Retractable undercarriage system (If applicable)	1	2	3	4
7	Propeller constant speed unit (If applicable)	1	2	3	4
	Specify others:				
8		1	2	3	4
9		1	2	3	4
10		1	2	3	4

Section 8A: Single-Engine aeroplane

	Aspects (complete a minimum of 2 aspects)				
1	Simulated engine failure during the initial climb out	1	2	3	4
2	✈ Simulated forced landing	1	2	3	4
3	Simulated precautionary landing	1	2	3	4
	Specify others:				
4		1	2	3	4
5		1	2	3	4
6		1	2	3	4

Section 8B: Multi-Engine aeroplane

	Aspects (complete a minimum of 2 aspects)				
1	✈ Simulated engine failure / fire	1	2	3	4
2	Simulated one engine inoperative approach and landing	1	2	3	4
	Specify others:				
3		1	2	3	4
4		1	2	3	4
5		1	2	3	4

Section 9: Navigation and En-Route Procedures

	I	**C**	***Aspects***				
1	✈		Basic navigation skills	1	2	3	4
2	✈		Maintenance of the flight log	1	2	3	4
3	✈		Adherence to the planned altitude/level, track and TAS	1	2	3	4
4	✈		Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4
5	✈		Diversion procedures	1	2	3	4
6	✈		Appropriate use of navigational aids (including GPS if available)	1	2	3	4

Section 10: 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.)		

Aspects	***Observations***

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 9 (Navigation & En-route procedures)			
Licence Number		Phone number	
I certify that I assessed all aspects of section 9 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**