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Form Number: CA 61-07.4

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 ATPL

(A)

SKILLS TEST REPORT FOR AIRLINE TRANSPORT PILOT LICENCE (AEROPLANE)

NOTES:

- This form must be submitted within 30 days of the completion of the skills test and must be accompanied by application form CA61-01.0.
- 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.
- Any alteration to the test details, grading, observation(s) or any date must be initialled by the examiner. Any other alteration must be initialled by the candidate.
- The test may be used for the addition of an aeroplane variant provided all other requirements have been met and the form CA 61-09.7 or CA 61-09.6, as applicable, accompanies this form.
- The revalidation check for an instrument rating revalidates the maintenance of competency of an ATPL provided that the aircraft or FSTD meets the requirements for the maintenance of competency.
- No Alterations or Tippex used.
- Application form must be completed

Details of Candidate

Surname		Initial(s)	
Licence Number		Phone number	

Test details		Date of test 1 (dd/mm/yyyy)			
		Date of test 2 (dd/mm/yyyy)			
Examiner to check	Licence	Logbook	Letter of recommendation		
ATO legal entity name					
ATO trading as name (As applicable)					
SACAA ATO approval number e.g SACAA/1000/ATO		SACAA	1		ATO
NOTE! The old ATO approval number commencing with "0" is no longer to be used e.g SACAA/0650/ATO					
ATO Certificate expiry date		ATO OpsSpec expiry date			
Place of departure					
Aircraft variant				Reg.	
FSTD	ACFT replicated	FNPT II	Level (A-D)	Reg.	
Test 1	Briefing time	Flight time	FSTD time	De-brief time	Outcome C NC
Test 2	Briefing time	Flight time	FSTD time	De-brief time	Outcome C NC
Remarks					
Experience (hours as at date of application – certified as true by the candidate signing this form)					
Total cross-country	Name of PICUS operator in South Africa		Total PICUS		
PICUS and co-pilot cross-country	Total glider, micro-light, etc. (see SACAR 61.07.1(4)(h))		Total co-pilot		
PIC and co-pilot night	Total helicopter		Total dual		
Total instrument	Total FSTD		Total PIC		
FSTD instrument	Total FNPT 1		Grand total		

Notes to the examiner and candidate

a) Abbreviations

C	competent	NC	not competent	→	Mandatory aspect	NA	not assessed
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- 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) Except for take-off, final approach and landing the entire skills test must be conducted with sole reference to flight instruments.
- f) The applicant must demonstrate competency as PIC of a multi-engine aeroplane, in an actual or simulated multi-crew and IFR scenario.
- g) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the test.
- h) The candidate may use all available automation and avionics unless otherwise specified by the examiner.
- i) The candidate shall use the standard operating procedures (SOP) and checklist applicable to the aircraft.
- j) 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.

- k) Mandatory aspects may be waived if deemed unsafe or if not applicable to the aircraft in which the test is conducted.
- l) If the examiner selects **NA**, he or she must motivate the decision on the observations page.
- m) 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).
- n) This form will not be accepted if an aspect graded with a **2** is not re-assessed and re-graded.
- o) 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.
Should the candidate wish to be re-assessed by another examiner, the latter examiner shall liaise with the examiner who conducted the first test.
- p) 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.
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.
- q) The examiner must write comments on the observations page whenever an aspect is marked as **1**.
- r) Should any aspect in sections **8** (Multi-pilot operation) or **9** (Airmanship) be assessed as **NC**, 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.
- 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.

Recommended tolerances			
Altitude / height		Heading	
All engines operating	± 100 ft	All engines operating	± 5°
With simulated engine failure	± 100 ft	With simulated engine failure	± 10°
Limited instrument panel	± 200 ft	Limited instrument panel	± 15°
Initiating missed apch at DA/H		Speed	
MDA/H	- 0 ft	Take-off / V _R	+ 5 kt / - 0 kt
Circling minima	+ 100ft / - 0 ft	Climb	± 5 kt
Tracking		Nominated final approach speed	+ 10 kt / - 5 kt
All except precision approach	± 5°	Cruise and turn	± 5 kt
Precision approach LLZ	½ scale deflection	Limited instrument panel	± 10 kt
Precision approach GS	½ scale deflection	With simulated engine failure	+ 10 kt / - 5 kt
DME arc	1 nm	V _{YSE} / V ₂	± 5 kt

Section 1: Ground evaluation

Aspects		C	NC
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, flight deck preparation, take-off data, passenger briefing	1	2	3	4
CA 61-07.4		28 March 2022			Page 3 of 7

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	→	Compliance with clearances (SID, intercepting and maintaining tracks, etc.)		1	2	3	4
4	→	Climb profile		1	2	3	4
5		Low visibility take-off		1	2	3	4
6		Low visibility RTO		1	2	3	4

Section 4: Flight Manoeuvres

Aspects							
1	→	Steep turn (45° angle of bank) at a nominated airspeed		1	2	3	4
2	→	Slow flight (given configuration and speed)		1	2	3	4
3	→	Approach to stall and recovery (clean configuration)	NA	1	2	3	4
4	→	Approach to stall and recovery (landing configuration & ground contact a factor)	NA	1	2	3	4
5	→	Operation with limited flight instruments (if applicable)	NA	1	2	3	4

Section 5: Descent and Arrival Procedures

Aspects							
1	→	Navigational aids setting/identification and altimeter setting procedures		1	2	3	4
2	→	Approach preparation (briefing, checks and procedures)		1	2	3	4
3	→	Descent profile		1	2	3	4
4	→	Holding and arrival procedures (STAR, DME Arc, radar vectors, EAT, etc.)		1	2	3	4

Section 6: Approach and landing procedures

Must include at least:													
<ul style="list-style-type: none"> • One precision and one non-precision approach • One procedural approach • One go-around and missed approach procedure • One circling approach or a discussion thereof 													
	ILS	CAT I		CAT II		CAT III A		CAT III B		AUTO LAND			
Aspects													
1	→	Compliance with published approach procedure							1	2	3	4	
2	→	Stabilised approach							1	2	3	4	
3	→	Compliance with DA (DH)							1	2	3	4	
4	→	Go-around and missed approach procedure							NA	1	2	3	4
5	→	Transition to visual flight and landing							NA	1	2	3	4
6		CAT II							1	2	3	4	
7		CAT III							1	2	3	4	

NDB		VOR		VOR/DME		LOC (GS out)						
Aspects												
8	→	Compliance with published approach procedure							1	2	3	4

9	→	Stabilised approach		1	2	3	4
	→	Adherence to CDFA profile	NA	1	2	3	4
10	→	Compliance with applicable minima		1	2	3	4
11	→	Go-around and missed approach procedure	NA	1	2	3	4
12	→	Transition to visual flight and landing	NA	1	2	3	4

		RNP APCH (LNAV)		RNP APCH (LNAV / VNAV)		A-RNP	
Aspects							
8	→	Compliance with published approach procedure		1	2	3	4
9	→	Stabilised approach		1	2	3	4
10	→	Compliance with applicable minima		1	2	3	4
11	→	Go-around and missed approach procedure	NA	1	2	3	4
12	→	Transition to visual flight and landing	NA	1	2	3	4

Section 7: Abnormal / emergency procedures

Aspects							
<ul style="list-style-type: none"> • Must include at least 5 aspects. • Any aspect not carried out in an FSTD must be simulated with due regard for the operating limitations in the aeroplane's POH/AFM, aerodrome elevation and ambient conditions. • Some multi-engine aeroplanes cannot climb or maintain altitude with one engine inoperative. DFEs must exercise their discretion and they have the right to waive or modify any aspect in the interest of safety. 							
1		Engine start malfunction		1	2	3	4
2		Rejected take-off (RTO)		1	2	3	4
3		Low visibility RTO		1	2	3	4
4	→	Engine failure on take-off (choose according to aeroplane certification)					
		a. Between V_1 and V_2 (only in an FSTD)		1	2	3	4
		b. As soon as possible after V_2		1	2	3	4
		c. At or as soon as possible after V_R (only in an FSTD)		1	2	3	4
	d. During climb-out (above 500 feet agl and above V_{YSE})		1	2	3	4	
5	→	Engine failure during cruise		1	2	3	4
6		Engine shutdown		1	2	3	4
7		Engine restart in flight		1	2	3	4
8		Engine fire		1	2	3	4
9		Fire in flight (flight deck or cabin)		1	2	3	4
10		Smoke control		1	2	3	4
11		Pressurisation malfunction		1	2	3	4
12		Emergency descent		1	2	3	4
13		Hydraulic system malfunction		1	2	3	4
14		Electrical system malfunction		1	2	3	4
15		Landing gear system malfunction		1	2	3	4
16		Flap system malfunction		1	2	3	4
17		Instrument malfunction		1	2	3	4
18		FMS malfunction		1	2	3	4
19		Communication failure		1	2	3	4
20	→	One engine inoperative approach and landing		1	2	3	4
21		One engine inoperative go-around and missed approach		1	2	3	4
Other (specify)							
22				1	2	3	4
23				1	2	3	4
24				1	2	3	4

Section 8: Multi-crew operation

Aspects			C	NC
1	⊙	Crew coordination/cooperation		

I certify that the sections and aspects were carried out and assessed by me as indicated.		
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE

Details of examiner who carried out test 2			
Licence Number		Telephone number	
I certify that I re-assessed all the aspects as specified on the observations page.			
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE	

DECLARATION BY 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

NN