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Form Number: CA 61-08.4

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 OR COMPETENCY CHECK REPORT FOR AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

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 a helicopter type provided all other requirements have been met and form CA 61-09.6 accompanies this form.
6. For the competency check of an ATPL(H) with instrument rating 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 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 (hours as at date of application – certified as true by the candidate signing this form)							
Applicable to initial issue only				Applicable to initial issue and revalidation of competency			
Total cross-country	Total aeroplane	Total co-pilot					
Co-pilot cross-country	Total FSTD	Total dual					
PIC and co-pilot night	Total FNPT	Total PIC					
Total instrument	Student PIC	Grand total					
FSTD instrument							

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 7 (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.

Recommended tolerances	
Height - normal forward flight	± 50 ft
Height - with simulated major emergency	± 75 ft
Height - hovering in ground effect (IGE)	± 2 ft
Heading/Tracking of radio aids – normal flight	± 10°
Heading/Tracking of radio aids - with simulated major emergency	± 15 °
Speed take-off/ Approach	± 5 kt
Speed all other flight regimes	± 10 kt
Ground drift - take-off and landing	No sideways or backwards movement
Ground drift – hover (maintaining adequate control)	± 3 ft

Section 1: Ground evaluation

Aspects	C	NC
1 CAR/CATS, AIP, SUPPLEMENTS, AICs, NOTAMs and completion of ATS flight plan		
2 Operational procedures (Local operating procedures)		
3 Technical knowledge of aircraft (POH, AFM as applicable)		
4 Flight Planning & Performance and Mass & balance		
5 Interpretation of weather reports, forecasts and charts		

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			QNH set, flight instruments and navigation aids set and checked (as applicable)	1	2	3	4
4			Taxi, hover taxi and aerodrome procedures / awareness	1	2	3	4
5			Take-off briefing (including departure and abnormal procedures)	1	2	3	4

Section 3: Take-off, hover and advanced manoeuvres

I	C	Aspects					
1			Take-off and landing, (lift off and touch down)	1	2	3	4
2			Stationary hover with head/cross/tail wind	NA	1	2	3
3			Stationary hover turns, 360° left and right (spot turns)	NA	1	2	3
4			Forward, sideways and backwards hover manoeuvring	1	2	3	4
5			Crosswind, downwind take-off (if practicable)	NA	1	2	3
6			Quick stops into and from a downwind position (tight circuit)	1	2	3	4
7			Sloping ground/unprepared site landings and take-offs	1	2	3	4
8			Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
9			Limited power take-off and landing	1	2	3	4
10			Confined Area: Power checks, reconnaissance technique and departure technique	1	2	3	4
11			Steep turn (30 ° bank angle)	1	2	3	4
12			ATC liaison - compliance, R/T procedures	1	2	3	4

Section 4: Approach and landing procedures

I	C	Aspects					
1			Aerodrome arrival procedures, altimeter setting, lookout	1	2	3	4
2			Approaches (various profiles)	1	2	3	4
3			ATC liaison - compliance, R/T procedures	1	2	3	4
4			Actions after flight – parking, completion of paperwork etc.	1	2	3	4

Section 5: Non-normal and Emergency Procedures









- The DFE shall simulate failures where appropriate
- Must include at least 4 aspects
- Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including single engine approach and landing shall be included in the test (section 6).

Aspects








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		Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	1	2	3	4
4		Electrical system malfunction	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		Loss of tail rotor effectiveness (LTE)	1	2	3	4
8		Vortex Ring State: Awareness of causes and avoidance	1	2	3	4
9		Simulated engine failure from the hover	1	2	3	4
10		Autorotation	1	2	3	4
		Other (specify):				
11			1	2	3	4
12			1	2	3	4

Section 6: Multi-engine

I	C	Aspects					
1			Pre take-off and pre landing briefing (TDP & LDP)	1	2	3	4
2			Simulated engine failure from 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			One engine inoperative 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			One engine inoperative approach and touch-down after LDP	1	2	3	4
Other (specify):							
8				1	2	3	4
9				1	2	3	4

Section 7: 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, etc.)		

Aspect	Observations

Details of examiner who carried out test or check 1		
Licence Number		Phone number
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 or check 2		
Licence Number		Phone 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