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Personnel Licensing, Safety Standards and Assurance

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Form Number: CA 61-10.4

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

Skills test report for night rating

SKILLS TEST REPORT FOR NIGHT RATING (AEROPLANE & HELICOPTER)

NOTES:

1. 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.
2. For this form to be accepted by the SACAA, each page must be completed in full and must be initialised by BOTH the examiner and the candidate with the exception of the signature page.
3. Any alteration to the test details, grading, observation(s) or any date must be initialised by the examiner. Any other alteration must be initialised by the candidate.
4. 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.
5. A skills test for a night rating conducted after the first competency check of a PPL will revalidate the maintenance of competency.

Details of Candidate

Surname		Initial(s)	
Licence Number		Telephone 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	
NOTE! The old ATO approval number commencing with "0" is no longer to be used e.g SACAA/0650/ATO				ATO	
ATO Certificate expiry date		ATO OpsSpec expiry date			
Place of departure					
Aircraft variant		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

IF training on aircraft (hours)	IF training in FSTD (hours)	Number of night take-offs	Number of night landings	Dual night cross-country (hours)

Notes to the examiner and candidate

a) Abbreviations

C	Competent	NC	Not competent	NA	Not assessed		Mandatory aspect for helicopter only
	Mandatory aspect for aeroplane and helicopter						Mandatory aspect for aeroplane only

- 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) The instrument flying assessment can be flown by day or by night. The night flying assessment must be flown after official sunset.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the test.
- g) The candidate may use all available automation and avionics unless otherwise specified by the examiner.
- h) The candidate shall use a checklist applicable to the aircraft.
- i) 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.

- j) Mandatory aspects may be waived if deemed unsafe or if not applicable to the aircraft in which the test is conducted.
- k) If the examiner selects **NA**, he or she must motivate the decision on the observations page.
- l) 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).
- m) This form will not be accepted if an aspect graded with a **2** is not re-assessed and re-graded.
- 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. 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.
- o) 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.
- p) The examiner must write comments on the observations page whenever an aspect is marked as **1**.
- q) Should any aspect in sections **7** (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.
- 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

Altitude / height	± 150 ft	Lift-off speed	+ 10 kt / - 5 kt
Tracking VOR / NDB	± 10°	Climb speed	± 15 kt
Heading	± 10°	Nominated final approach speed	+ 10 kt / - 5 kt
		Cruise speed	± 15 kt

Section 1: Ground evaluation

Subjects		C	NC
1	<input checked="" type="radio"/> CAR, CATS, AIP, AICs and NOTAMs relevant to the rating		
2	<input checked="" type="radio"/> Aerodrome lighting and facilities		
3	<input checked="" type="radio"/> Interpretation of weather reports and forecasts		
4	<input checked="" type="radio"/> Human factors (illusions, vertigo, disorientation etc.)		

Section 2: Pre-flight Operations

Aspects					
1	<input checked="" type="radio"/> Pre-flight inspection, cockpit preparation, passenger briefing, etc.	1	2	3	4
2	<input checked="" type="radio"/> Engine start and after start procedures	1	2	3	4
3	<input checked="" type="radio"/> QNH set, taxi, aerodrome procedures and instrument checks	1	2	3	4
4	<input checked="" type="radio"/> Before take-off checks and briefing	1	2	3	4

Section 3: Flight manoeuvres with sole reference to instruments

Aspects							
1	⊙	Climbing and levelling off	1	2	3	4	
2	➔	Straight and level at various speeds and flap settings	1	2	3	4	
3	⊙	Straight and level at various speeds and power settings	1	2	3	4	
4	⊙	Climbing, descending and timed turns	1	2	3	4	
5	⊙	Steep turns (45° bank angle for aeroplane and 30° bank angle for helicopter)	1	2	3	4	
6	➔	Stall entry and recovery with minimum height loss in clean configuration	NA	1	2	3	4
7	➔	Stall entry and recovery with minimum height loss in landing configuration	NA	1	2	3	4
8	⊙	Recovery from unusual attitudes	NA	1	2	3	4
9	⊙	Recovery from spiral dive	NA	1	2	3	4
10	⊙	Operating with limited flight instruments	1	2	3	4	
11	⊙	Descending (control of rate and speed, situational awareness)	1	2	3	4	

Section 4: Basic radio navigation with sole reference to instruments

Aspects						
1	➔	Setting and identification/checking of navigational aids, altimeter setting procedures, etc.	1	2	3	4
2	➔	Tracking to/from a station (VOR/NDB)	1	2	3	4
3	➔	Basic interception of bearings/radials	1	2	3	4

Section 5: Circuits and landings (must be performed at night)

N.B. Complete at least 3 take-offs, 3 circuits and 3 landings

Aspects						
1	⊙	QNH set, taxi, aerodrome procedures and instrument checks	1	2	3	4
2	⊙	Take-off run, transition to flight instruments and initial climb-out	1	2	3	4
3	⊙	Circuit procedures and checks	1	2	3	4
4	⊙	Safe initiation of the descent and quality of the approach and landing	1	2	3	4
5	⊙	Go-around and climb to downwind position	1	2	3	4
6	⊙	Simulated electrical system failure	1	2	3	4

Section 6: Non-normal operations and procedures (must be performed at night)

Aspects						
1		Simulated engine failure	1	2	3	4
2		Simulated electrical system failure	1	2	3	4

Other (specify)

3			1	2	3	4
4			1	2	3	4
5			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.)		

Details of examiner			
Surname		Initial(s)	
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 a re-assessment (if different from above)			
Surname		Initials	
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