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Form Number: CA 61-11.4

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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 Instrument rating (A)(H)

SKILLS TEST OR REVALIDATION CHECK REPORT FOR INSTRUMENT RATING (AEROPLANE & HELICOPTER)

NOTES:

1. This form must be submitted within 30 days of the completion of the skills test or the revalidation check.
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 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.
6. The revalidation check for an instrument rating revalidates the maintenance of competency of the licence in which the instrument rating is endorsed, for a period of 12 months.

Category	A	H	Multi-pilot
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Initial	SE	Revalidation	SE	Licence for which maintenance of competency is to be revalidated			
	ME		ME	PPL	CPL	ATPL	

Details of Candidate

Surname	Initial(s)
Licence Number	Telephone number
Name of operator if checked by a DFE III	

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)
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Place of departure									
Aircraft variant							Reg.		
FSTD	ACFT replicated			FNPT II	Level (A-D)		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)

Total PIC	Total PIC cross-country in the category for which the rating is sought (initial only)	
Grand total	Total PIC cross-country (initial only)	
Total instrument flying (initial only)	SE aircraft	ME aircraft
Total instrument time in the category for which the rating is sought (initial only)	A	H
Grand total instrument flying		

Notes to the examiner and candidate

a) Abbreviations

C	Competent	NC	Not competent	I	Initial	R	Revalidation	NA	Not assessed
☉	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 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 revalidation 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 revalidation 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.

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	- 0 ft	Speed	
MDA/H	- 0 ft	Take-off / V _R	+ 5 kt / - 0 kt
Circling minima	+ 100 ft / - 0 ft	Climb	± 5 kt
Tracking		Nominated final approach speed	+ 10 kt / - 5 kt
All except precision approach	± 5°	Cruise and turns	± 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	1nm	V _{YSE} / V ₂	± 5 kt

Section 1: Ground evaluation

	I	R	Aspects	C	NC
1	⊙	⊙	Knowledge of CAR/CATS, AIP, SUPPLEMENTS, NOTAM and ATS flight plan		
2	⊙	⊙	Interpretation of METAR, TAF, SIGWX, and Synoptic charts		
3	⊙	⊙	Understanding of SID, STAR, APCH and ENR charts		
4	⊙	⊙	Practical application of all-weather operations		
5	⊙	⊙	Knowledge of flight planning and aircraft performance		
6	⊙	⊙	Technical knowledge of aircraft (POH, AFM as applicable)		
7	⊙		En-route navigation and IFR navigation log preparation		

Section 2: Pre-flight Operations

	I	R	Aspects					
1	☉	☉	Flight deck preparation, take-off data review	1	2	3	4	
2	☉	☉	Avionics checking and setting	1	2	3	4	
3	☉	☉	Pre-start, start and after start procedures	NA	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: Departure Procedures

	I	R	Aspects				
1	☉	☉	Compliance with departure instruction and altimeter setting procedures	1	2	3	4
2	☉	☉	Climb profile	1	2	3	4
3	☉	☉	Lateral navigation without use of GPS and FMS	1	2	3	4
4			Low visibility take-off	1	2	3	4
5			Low visibility RTO	1	2	3	4

Section 4: Descent and Arrival Procedures

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

Section 5: Approach and Landing Procedures

For initial skills test select at least: <ul style="list-style-type: none"> • one precision approach • one procedural NDB, VOR, VOR/DME or LOC (GS out) • one missed approach 	For revalidation check select at least: <ul style="list-style-type: none"> • one procedural approach • one missed approach
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	ILS	CAT I	CAT II	CAT III A	CAT III B	AUTO LAND	
Aspects							
1	☉						1 2 3 4
2	☉						1 2 3 4
3	☉						1 2 3 4
4	☉					NA	1 2 3 4
5	☉					NA	1 2 3 4

	NDB	VOR	VOR/DME	LOC (GS out)	
Aspects					
6	☉				1 2 3 4
7	☉				1 2 3 4
8	☉				NA 1 2 3 4
9	☉				1 2 3 4
10	☉				NA 1 2 3 4
11	☉				NA 1 2 3 4

	RNP APCH (LNAV)	RNP APCH (LNAV/VNAV)	A-RNP	
Aspects				
12	☉			1 2 3 4
13	☉			1 2 3 4
14	☉			1 2 3 4
15	☉			NA 1 2 3 4
16	☉			NA 1 2 3 4

Section 6: Flight Manoeuvres and Procedures

	I	R	Aspects					
1	☉	☉	Steep turns (at a given airspeed if applicable)	1	2	3	4	
2	☉	☉	Aircraft handling during slow flight at a given configuration and airspeed	1	2	3	4	
3	➔	➔	Approach to stall and recovery in clean configuration	NA	1	2	3	4
4	➔	➔	Approach to stall and recovery in any landing configuration	NA	1	2	3	4
5	☉		Recovery from unusual attitudes	NA	1	2	3	4
6	☉	☉	Operation with limited flight instruments	NA	1	2	3	4

Section 7A: Multi-engine aircraft (aeroplane and helicopter)

Aspects (complete at least 2 aspects)							
Simulated engine failure/fire:							
1	en-route			1	2	3	4
2	at V1 (FSTD only)			1	2	3	4
3	after take-off			1	2	3	4
4	during missed approach			1	2	3	4
5	during the approach			1	2	3	4
6	Simulated one engine inoperative approach			1	2	3	4

Section 7B: Single-engine aeroplane (only in VMC)

Aspects (complete at least 2 aspects):							
1	Simulated engine failure after take-off			1	2	3	4
2	Simulated forced landing			1	2	3	4
3	Simulated precautionary landing			1	2	3	4
Other (specify)							
4				1	2	3	4
5				1	2	3	4

Section 7C: Single-engine helicopter (only in VMC)

Aspects (complete at least 2 aspects):							
1	Autorotation			1	2	3	4
2	Confined area landing			1	2	3	4
Other (specify)							
3				1	2	3	4
4				1	2	3	4

Section 8: Non-normal events

Aspects (complete at least 3 aspects appropriate to aircraft and operation):							
1				1	2	3	4
2				1	2	3	4
3				1	2	3	4
4				1	2	3	4
5				1	2	3	4
6				1	2	3	4

Details of the examiner who carried out test or check 1			
Licence Number		Phone number	
Name of operator in case of a DFE III			
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 the examiner who carried out test or check 2			
Licence Number		Phone number	
Name of operator in case of a DFE III			
I certify that I 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