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Form Number: CA 61-12.4

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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 for flight instructor (A)

## SKILLS TEST OR REVALIDATION CHECK REPORT FOR FLIGHT INSTRUCTOR RATING (AEROPLANE)

## NOTES:

- This form must be submitted within 30 days of the completion of the skills test or the revalidation check.
- In the case of an initial skills test, this form must be accompanied by the 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/check details, grading, observation(s) or any date must be initialled by the examiner. Any other alteration must be initialled by the candidate.
- 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.

GRADE III			GRADE II			GRADE I		
Initial		Revalidation	Initial		Revalidation	Initial		Revalidation
<b>Details of Candidate</b>								
Surname			Initial(s)					
Licence Number			Phone number					

<b>Test/check details</b>				Date of test/check 1 (dd/mm/yyyy)			
				Date of test/check 2 (dd/mm/yyyy)			
Examiner to check	Licence	Logbook	Letter of recommendation (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.	
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
Main briefing subject				Main air-exercise			
Remarks							

Experience			
Total dual hours of patter training (initial test only)	Total instruction hours during the last 12 months (revalidation check only)		Grand total instruction hours
	Aircraft	FSTD	

Conference (if applicable)	
Date	Place

## Notes to the examiner and candidate

### a) Abbreviations

<b>C</b>	competent	<b>NC</b>	not competent	<b>NA</b>	not assessed	→	Mandatory aspect
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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 shall demonstrate the flying skills and standards required for the issuance of a commercial pilot licence.
- e) The candidate must demonstrate competency in all aspects of the ground evaluation section prior to proceeding with the practical test or check.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the test or check.
- 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 or check 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) 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.
- 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.  
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.
- p) 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.
- q) The examiner must write comments on the observations page whenever an aspect is marked as **1**.
- r) Should any aspect in section **15** (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.
- 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. failure to demonstrate flying skills and standards required for the issuance of a commercial pilot licence;
  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.

**Section 1: Ground evaluation** (Not applicable to Grade I upgrade – use form CA 61-16.04)

Aspects		C	NC
Main briefing:			
1	→ Knowledge of the subject		
2	→ Lesson plan preparation and adherence ( <i>introduction, development and conclusion</i> )		
3	→ Teaching ability (method of conveying knowledge, effective communication)		
4	→ Student involvement and knowledge evaluation		
5	→ Effective use of media and instructional aids		
Knowledge and Practical application of:			
6	→ Civil Aviation Regulations		
7	→ Principles of Flight		
8	→ Aeroplane used for the test		
9	→ Theory of instruction / instructor responsibilities and professionalism / risk management		
10	→ Air exercise briefing		

**Section 2: Pre-flight Action and Ground Handling**

Aspects					
1	→ Pre-flight inspection	1	2	3	4
2	→ Procedures before, during and after start	1	2	3	4
3	→ Ground handling (speed, power, use of brakes)	1	2	3	4

**Section 3: Take-off**

Aspects					
1	→ Pre-take-off checks and procedures	1	2	3	4
2	→ Take-off (assess at least one)				
	• Normal take-off	1	2	3	4

• Field and obstacle limited take-off	1	2	3	4
• Cross wind take-off	1	2	3	4

#### Section 4: Flight Manoeuvres

Aspects							
1	→	Climb	1	2	3	4	
2	→	Straight and level flight	1	2	3	4	
3	→	Effects of controls (primary, further, adverse, power, etc.)	1	2	3	4	
4	→	Spiral Dive entry and recovery	NA	1	2	3	4
5	→	Steep turn (45° angle of bank)	1	2	3	4	
6	→	Descent	1	2	3	4	
Specify others:							
7			1	2	3	4	
8			1	2	3	4	

#### Section 5: Slow flight and Stalling

Aspects							
1	→	Manoeuvring during slow flight	1	2	3	4	
2	→	Entering the stall	NA	1	2	3	4
3	→	Recovery from the stall	NA	1	2	3	4

#### Section 6: Spin avoidance

Aspects							
1	→	Entry to an incipient spin	NA	1	2	3	4
2	→	Recovery from an incipient spin	NA	1	2	3	4

#### Section 7: Simulated forced landing

Aspects							
1	→	Setting of scenario	NA	1	2	3	4
2	→	Action after engine failure	NA	1	2	3	4
4	→	Planning and execution of descent and recovery procedure	NA	1	2	3	4

#### Section 8: Low Flying and precautionary landing

Aspects							
1	→	Setting of scenario (e.g. time, weather, fuel, aircraft status etc.)	NA	1	2	3	4
2	→	Technique and precautionary configuration (as per POH)	NA	1	2	3	4
3	→	Awareness of obstacles, terrain features and optical illusions	NA	1	2	3	4
4	→	Inspection flight path (height, direction, timing, etc.)	NA	1	2	3	4

#### Section 9: Navigation (Mandatory only for initial GRADE III skills test)

Aspects						
1	→	Planning and preparation	1	2	3	4
2	→	Departure procedures	1	2	3	4
3	→	Basic navigation, map reading and fixing position	1	2	3	4
4	→	Maintenance of the flight log	1	2	3	4
5	→	Diversion procedures (may be assessed on the ground)	1	2	3	4
6	→	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

#### Section 10: Circuits and Landings

Aspects						
1	→	Joining procedures, Circuit procedures and checks	1	2	3	4
2	→	Approach and landing (assess at least two)				
3		• Normal	1	2	3	4

4	• Field and obstacle limited approach	1	2	3	4
5	• Flapless approach	1	2	3	4
6	• Cross-wind approach	1	2	3	4
7	• Glide approach	1	2	3	4
8	→ Go-around from full flaps and gear down configuration	1	2	3	4
9	→ After landing procedures and after flight procedures	1	2	3	4

### Section 11: Simulated Emergencies

Aspects						
Knowledge, actions and talk-through in the event of:						
1	→ Engine fire (on the ground or in the air)	NA	1	2	3	4
2	→ Cockpit fire/smoke (on the ground or in the air)	NA	1	2	3	4
3	→ Engine failure during initial climb out	NA	1	2	3	4
Specify other:						
4		1	2	3	4	
5		1	2	3	4	

### Section 12: Complex systems (Mandatory only for initial GRADE II skills test)

Aspects					
Demonstrate knowledge and appropriate procedures on:					
1	→ Constant speed propeller	1	2	3	4
2	→ Fuel injection systems (if applicable)	1	2	3	4
3	→ Retractable undercarriage	1	2	3	4
4	→ Turbo/super-charged engine (if applicable)	1	2	3	4

### Section 13: Basic Instrument Flying (can be combined with Section 4)

Aspects					
1	→ Straight and level flight at various airspeeds and configurations	1	2	3	4
2	→ Climbing	1	2	3	4
3	→ Descending	1	2	3	4
4	→ Rate 1 turns onto pre-selected headings	1	2	3	4

### Section 14: Instructional Skills

Aspects					
1	→ Structure of the air-exercises (logical sequence, adherence to lesson plan, etc.)	1	2	3	4
2	→ Leadership and assertiveness	1	2	3	4
3	→ Consistent and correct terminology	1	2	3	4
4	→ Quality of demonstration/teaching	1	2	3	4
5	→ Recognition and correction of errors	1	2	3	4
6	→ Quality of the de-brief	1	2	3	4

### Section 15: Airmanship

Aspects		C	NC
1	→ Situational awareness		
2	→ Aeronautical decision making (threat and error management)		
3	→ Safety consciousness		
4	→ Flying accuracy and smoothness		
5	→ RT procedures, ATC liaison / compliance		
6	→ Compliance with regulations		

Aspects	Observations



<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>

<b>Details of examiner who carried out test/check 2</b>			
Licence Number		Phone number	
I certify that I re-assessed all the aspects as specified in the observation sheet:			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

I certify that this form has not been altered or tampered with in any way whatsoever and all information on it is correct:		
<b>SIGNATURE OF CANDIDATE</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>