



Section/division:
Telephone number:
Physical address:
Postal address:

Personnel Licensing, Safety Standards and Assurance

0860 267 435

Fax Number:

Form Number: CA 62-05

011-545-1520

Ikhaya Lokundiza, 16 Treur Close, Waterfall Park, Bekker Street, Midrand, Gauteng

Private Bag X73, Halfway House 1685 Website: www.caa.co.za

Email: ClientCare@caa.co.za

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

Appointment as DE

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EXAMINATION AND PRACTICAL SKILL TEST REPORT NATIONAL PILOTS

| | | | | | |
|---------------|--|--------------|--|------------------------|--|
| INITIAL ISSUE | | REVALIDATION | | CATEGORY CONVERSION | |
|---------------|--|--------------|--|------------------------|--|

| | | | | | | | | | |
|-----|--|-----|--|-----|--|------|--|-----|--|
| WCM | | CCM | | LSA | | GYRO | | TMG | |
|-----|--|-----|--|-----|--|------|--|-----|--|

DETAILS OF APPLICANT

| | | | |
|------------------------|--|-----------------------|-------------|
| Surname of Applicant | | | |
| First names | | | |
| Residential Address | | | Postal code |
| | | | |
| Postal Address | | | Postal code |
| | | | |
| Cellular phone number | | Date of birth | |
| Work phone number | | Nationality | |
| Home phone number | | ID / Passport number | |
| Fax number | | Licence number | |
| Email address | | | |
| SIGNATURE OF APPLICANT | | NAME IN BLOCK LETTERS | DATE |

PRACTICAL FLIGHT TEST

TEST DETAILS

| | | | |
|-------------------------|-------------------|---|-----|
| Place | | Date of test | |
| Name of ATO | | ATO number | |
| Aircraft type | | Registration | |
| Hours | | | |
| Route flown (x-country) | | | |
| Weather conditions | | | |
| Test results | Competent | Additional training required before re-test? | No |
| | Not yet competent | | Yes |
| Remarks | | | |
| | | | |
| | | | |
| | | | |

| EXAMINER | | | |
|------------------------------|--|------------------------------|-------------|
| Name in block letters | | | |
| RSA ID/Passport number | | License number | |
| Telephone number | | Cell number | |
| Email address | | | |
| | | | |
| SIGNATURE OF EXAMINER | | NAME IN BLOCK LETTERS | DATE |

Important notice: this form shall not be valid, unless each page is signed by the instructor and candidate

BRIEFING FOR TESTING OFFICERS

1. Format of assessment report

| <u>Mark obtained</u> | <u>Assessment</u> |
|----------------------|---|
| 1 | Failed, unacceptable, requires considerably more training in the particular aspect. Complete retest required. |
| 2 | Failed requires retest in particular aspect. |
| 3 | Average |
| 4 | High average, good standard with no ingrained faults. |
| 5 | Above average. |

Testing instructors are encouraged not to fall into the well-known easy habit of simply awarding "average" assessments. Be not afraid to award either the highest or the lowest mark, and be certain to discuss these with the candidate, his tutor as well as the flight school management.

2. Tolerances in flight

2.1 For straight and level flight

2.1.1 +/- 10 knots of nominated speed;

2.1.2 +/- 150 ft;

2.1.3 +/- 10 degrees wings level

2.2 For medium turns

2.2.1 +/- 10 knots of nominated speed;

2.2.2 +/- 150 ft;

2.2.3 +/- 5 degrees of constant bank angle;

2.2.4 +/- 10 degrees roll out from turn on to a specified direction or heading

3. Testing officers must make appropriate allowance for turbulence.

4. Testing officers should write comments on the outcome/execution of the exercises.

5. **Emergencies (Simulated):**

Under no circumstances must the aircraft or its occupants be placed in jeopardy.

Applicants should give complete actions to the logical conclusion of the simulated emergency.

| 1. PRE-FLIGHT PROCEDURES | | | | | | |
|---|---|---|---|---|---|--|
| Pre-flight inspection | 1 | 2 | 3 | 4 | 5 | |
| Checks before starting | 1 | 2 | 3 | 4 | 5 | |
| Checks after starting | 1 | 2 | 3 | 4 | 5 | |
| Warm-up | 1 | 2 | 3 | 4 | 5 | |
| Radio | 1 | 2 | 3 | 4 | 5 | |
| 2. GROUND HANDLING | | | | | | |
| Use of engine-test and use of brakes | 1 | 2 | 3 | 4 | 5 | |
| Ability to maneuver and control of speed | 1 | 2 | 3 | 4 | 5 | |
| Run-up and vital action check | 1 | 2 | 3 | 4 | 5 | |
| Airmanship | 1 | 2 | 3 | 4 | 5 | |
| Radio | 1 | 2 | 3 | 4 | 5 | |
| 3. TAKE-OFF | | | | | | |
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Application of power | 1 | 2 | 3 | 4 | 5 | |
| Heading during run | 1 | 2 | 3 | 4 | 5 | |
| Handling of control column | 1 | 2 | 3 | 4 | 5 | |
| Handling after leaving ground | 1 | 2 | 3 | 4 | 5 | |
| Attitude, airspeed and direction of climb | 1 | 2 | 3 | 4 | 5 | |
| Engine failure during/after take-off | 1 | 2 | 3 | 4 | 5 | |
| 4. CLIMBING TURNS | | | | | | |
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Initiating | 1 | 2 | 3 | 4 | 5 | |
| Accuracy of turn (bank, skid, slip) | 1 | 2 | 3 | 4 | 5 | |
| Control of attitude, airspeed and direction | 1 | 2 | 3 | 4 | 5 | |
| Exiting | 1 | 2 | 3 | 4 | 5 | |
| 5. MEDIUM TURNS | | | | | | |
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Initiating | 1 | 2 | 3 | 4 | 5 | |
| Accuracy of turn (bank, skid, slip) | 1 | 2 | 3 | 4 | 5 | |
| Control of airspeed and height | 1 | 2 | 3 | 4 | 5 | |
| Exiting | 1 | 2 | 3 | 4 | 5 | |
| 6. STEEP TURNS | | | | | | |
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Going-in throttle | 1 | 2 | 3 | 4 | 5 | |
| Accuracy of turn (bank, skid, slip) | 1 | 2 | 3 | 4 | 5 | |
| Airspeed and height | 1 | 2 | 3 | 4 | 5 | |
| Coming-out (use of throttle) | 1 | 2 | 3 | 4 | 5 | |
| 7. STALLING/HOVERING | | | | | | |
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Definition of stalling, hovering speed | 1 | 2 | 3 | 4 | 5 | |
| Stall/hover demonstration | 1 | 2 | 3 | 4 | 5 | |
| Stalling/hover at various speeds | 1 | 2 | 3 | 4 | 5 | |
| Symptoms of stall/hover | 1 | 2 | 3 | 4 | 5 | |
| Method of recovery | 1 | 2 | 3 | 4 | 5 | |
| Use of engine | 1 | 2 | 3 | 4 | 5 | |
| 8. SPINNING OR INCIPIENT SPINNING | | | | | | |
| Height and safety measures | 1 | 2 | 3 | 4 | 5 | |
| Cockpit procedures | 1 | 2 | 3 | 4 | 5 | |
| Completeness of initial stall | 1 | 2 | 3 | 4 | 5 | |
| Going in | 1 | 2 | 3 | 4 | 5 | |
| Staying in (n/a for incipient spin) | 1 | 2 | 3 | 4 | 5 | |
| Method of recovery | 1 | 2 | 3 | 4 | 5 | |
| Use of engine | 1 | 2 | 3 | 4 | 5 | |

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| SIGNATURE OF EXAMINER | NAME IN BLOCK LETTERS | DATE |

| 9. GLIDING TURNS | | | | | | |
|--|---|---|---|---|---|--|
| Safety measures | 1 | 2 | 3 | 4 | 5 | |
| Going in | 1 | 2 | 3 | 4 | 5 | |
| Accuracy of turn (holding off bank) | 1 | 2 | 3 | 4 | 5 | |
| Control, attitude and airspeed | 1 | 2 | 3 | 4 | 5 | |
| Coming out | 1 | 2 | 3 | 4 | 5 | |
| Use of engine | 1 | 2 | 3 | 4 | 5 | |
| 10. FORCED LANDING | | | | | | |
| Airspeed and conservation of height | 1 | 2 | 3 | 4 | 5 | |
| Selection of field land landing path | 1 | 2 | 3 | 4 | 5 | |
| Accuracy of turns and airspeed | 1 | 2 | 3 | 4 | 5 | |
| Cockpit procedure | 1 | 2 | 3 | 4 | 5 | |
| Plan of descent | 1 | 2 | 3 | 4 | 5 | |
| Final line overshooting, undershooting | 1 | 2 | 3 | 4 | 5 | |
| Judgement of approach | 1 | 2 | 3 | 4 | 5 | |
| Procedure on final approach | 1 | 2 | 3 | 4 | 5 | |
| Radio procedure | 1 | 2 | 3 | 4 | 5 | |
| 11. BAD WEATHER CIRCUIT AND PRECAUTIONARY LANDING | | | | | | |
| Recommended airspeed | 1 | 2 | 3 | 4 | 5 | |
| Attitude, flaps and engine setting | 1 | 2 | 3 | 4 | 5 | |
| Control of direction and drift | 1 | 2 | 3 | 4 | 5 | |
| Inspection of landing path | 1 | 2 | 3 | 4 | 5 | |
| Quality of circuit | 1 | 2 | 3 | 4 | 5 | |
| Quality of approach and landing | 1 | 2 | 3 | 4 | 5 | |
| Airmanship | 1 | 2 | 3 | 4 | 5 | |
| 12. TAKE-OFF AND LANDING IN CROSSWIND CONDITIONS | | | | | | |
| Application of power | 1 | 2 | 3 | 4 | 5 | |
| Heading during run and use of controls | 1 | 2 | 3 | 4 | 5 | |
| Technique of becoming airborne | 1 | 2 | 3 | 4 | 5 | |
| Airspeed, attitude, drift control until climb is established | 1 | 2 | 3 | 4 | 5 | |
| Control of airspeed, attitude and drift on approach | 1 | 2 | 3 | 4 | 5 | |
| Judgement of rounding out and use of controls | 1 | 2 | 3 | 4 | 5 | |
| Hold-off and quality of landing | 1 | 2 | 3 | 4 | 5 | |
| Keeping straight after landing | 1 | 2 | 3 | 4 | 5 | |
| Airmanship | 1 | 2 | 3 | 4 | 5 | |
| 13. LANDING | | | | | | |
| Circuit procedure | 1 | 2 | 3 | 4 | 5 | |
| Joining circuit | 1 | 2 | 3 | 4 | 5 | |
| Judgement of height and distance on approach | 1 | 2 | 3 | 4 | 5 | |
| Control of gliding attitude | 1 | 2 | 3 | 4 | 5 | |
| Control of direction and drift | 1 | 2 | 3 | 4 | 5 | |
| Judgement of rounding out and use of controls | 1 | 2 | 3 | 4 | 5 | |
| Hold-off and quality of landing | 1 | 2 | 3 | 4 | 5 | |
| Keeping straight after landing | 1 | 2 | 3 | 4 | 5 | |
| Radio procedures | 1 | 2 | 3 | 4 | 5 | |
| Airmanship | 1 | 2 | 3 | 4 | 5 | |
| 14. GENERAL FLYING ABILITY | | | | | | |
| Evidence of alertness and being at ease | 1 | 2 | 3 | 4 | 5 | |
| General smoothness and co-ordination | 1 | 2 | 3 | 4 | 5 | |
| Air sense and airmanship | 1 | 2 | 3 | 4 | 5 | |
| 15. AFTER-FLIGHT PROCEDURES | | | | | | |
| Engine stopping drill | 1 | 2 | 3 | 4 | 5 | |
| Leaving-aircraft checks | 1 | 2 | 3 | 4 | 5 | |
| Taxiing | 1 | 2 | 3 | 4 | 5 | |

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| 16. CROSS-COUNTRY FLIGHT | | | | | | |
|----------------------------------|---|---|---|---|---|--|
| Preparation for flight | 1 | 2 | 3 | 4 | 5 | |
| DR. navigation | 1 | 2 | 3 | 4 | 5 | |
| Fixing position by map reading | 1 | 2 | 3 | 4 | 5 | |
| Fixing position by radio bearing | 1 | 2 | 3 | 4 | 5 | |
| Course steadiness | 1 | 2 | 3 | 4 | 5 | |
| Airspeed | 1 | 2 | 3 | 4 | 5 | |
| Altitude | 1 | 2 | 3 | 4 | 5 | |
| Keeping of log | 1 | 2 | 3 | 4 | 5 | |
| ATC procedures | 1 | 2 | 3 | 4 | 5 | |

D. CERTIFICATE OF EXAMINING OFFICER

I, the undersigned

.....

Hereby certify that the above-mentioned candidate obtained the following results in the examinations prescribed in the Civil Aviation Regulations, for a National Pilot License:

| SUBJECT | % OBTAINED | % PASS MARK | PASS | FAIL |
|---|------------|-------------|------|------|
| Principles of Flight | | 75 | | |
| Meteorology | | 75 | | |
| Navigation | | 75 | | |
| Civil Aviation Regulations | | 75 | | |
| Category Specific (GYRO, LSA/CCM, WCM, TMG) | | 75 | | |
| Aircraft Technical and General | | 75 | | |
| Human Performance Limitations | | 75 | | |
| Restricted Radio License if applicable | | 75 | | |

REMARKS

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|--------------------------------|---|-------------|
| | | |
| SIGNATURE OF INSTRUCTOR | NAME IN BLOCK LETTERS AND LICENSE NUMBER | DATE |

Note: In case of-

- (i) A new license, this form must be completed in duplicate and a copy to be kept by the testing officer for 12 months;
- (ii) A renewal where a flight test is required, parts A, B and C must be completed (one copy) except paragraph 16;
- (iii) And examination in Air Law, parts A and D must be completed (one copy).