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Personnel Licensing
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Form Number: CA 71-03.3

Fax Number: 011 545 2520

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 PPL (A)			
SKILLS TEST OR COMPETENCY CHECK FOR REMOTE PILOT LICENCE AEROPLANE / HELICOPTER / MULTI ROTOR			

- NOTES:**
1. This form must be submitted within 30 days of the completion of the skills test or revalidation, as applicable.
 2. In the case of an initial skills test, this form must be accompanied by the application form CA101-01.0.
 3. For this form to be accepted by the SACAA, each page must be completed in full and must be initialed 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 initialed by the examiner. Any other alteration must be initialed by the candidate.

Initial skills test		Revalidation	
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Details of Candidate			
Surname		Initial(s)	
License Number		Phone number	

Test/check details		Date of test 1 (dd/mm/yyyy)											
		Date of test 2 (dd/mm/yyyy)											
Examiner to check	Training certificate from manufacturer		Examination passed prior to test										
			Letter of recommendation (initial test only)										
	Licence		Logbook										
RPAS Type Training Course													
Name of Course													
Organisation													
RPAS Type													
RPAS Weight													
Date of Completion													
RPAS Aeronautical Experience													
		RPAS operating experience				Remarks							
Enter hours													

Test/Check 1	Briefing Time		Flight Time		De-brief Time		Outcome	C		NC	
Test/Check 2	Briefing Time		Flight Time		De-brief Time		Outcome	C		NC	
Remarks											

Note to the examiner and candidate					
a. Abbreviations					
C	Competent	NYC	Not yet competent	I	Initial skills test
R	Revalidation	→	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.					
e. The candidate may use all available automation and avionics unless otherwise specified by the examiner.					
f. The candidate shall use the standard operating procedures (SOP) and checklist applicable to the aircraft.					
g. When applying the following 4-point scale, the examiner must award the mark that best describes the weakest aspect(s) applicable to the candidate's performance.					
EXPLANATION OF 4-POINT SCALE					
4 = Excellent standard					
Performance remains well above the minimum required standard.					
<ul style="list-style-type: none"> • 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.					
<ul style="list-style-type: none"> • 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.					
<ul style="list-style-type: none"> • 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 Yet 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.					
<ul style="list-style-type: none"> • 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. 					

h. Mandatory aspects may be waived if deemed unsafe or if not applicable to the aircraft in which the test is conducted.
i. If the examiner selects NA , he or she must motivate the decision on the observations page.
j. 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).
k. This form will not be accepted if an aspect graded with a 2 is not re-assessed and re-graded.
l. 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.
m. Should the candidate wish to be re-assessed by another examiner, the latter examiner shall liaise with the examiner who conducted the first test.
n. 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.
o. 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 8 (Multi-pilot operation) or 9 (Airmanship) be assessed as "NYC" , 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			
Aeroplane		Multi-rotor/ Helicopter	
Height	Within 10% of height above ground	Height	Within 10% of height above ground
Direction	Within 20 degrees of assigned direction	Direction	Within 10 degrees of assigned direction
Rate of direction change	Steady rate while maintaining height and steady bank angle	Hover stability	Stable hover with minimal control input within 1 meter radius
Take off	Stable after lift- off control inputs	Take off	Stable lift- off with fixed directional control
Landing	Stable approach with limited bank and pitch changes	Vertical Landing	Stable approach to landing area with a continuous descent on a nominated landing spot

Section 1: Ground evaluation

Aspects		C	NYC
1	→ CAR/CATS, AIP, SUPPLEMENTS, AICs, NOTAMs and completion of ATS flight plan		
2	→ Interpretation of weather reports, forecasts and charts		
3	→ Flight planning, aircraft performance and charts (SID, STAR, APP and en-route)		
4	→ All weather operations		
5	→ Technical knowledge of aircraft (POH, AFM as applicable)		
6	→ En-route navigation preparation and preparation of IFR navigation log		

Section 2: Pre-flight Operations

Aspects					
1	→ Pre-flight inspection, take-off data, passenger briefing	1	2	3	4
2	→ Pre-start, start and after start procedures	NA	1	2	3
3	→ QNH set, flight instruments and navigation aids set and checked	1	2	3	4
4	→ Taxi and aerodrome procedures	NA	1	2	3
5	→ Take-off briefing (RTO, EFATO, DEP, and Threat mitigation)	1	2	3	4

Section 3: Take-off and climb procedures

Aspects					
1	→ Take-off technique (T/O roll, speeds, rotation, transition to instruments)	1	2	3	4
2	→ Initial climb-out (speed and direction), after take-off checks and en route climb including altimeter setting procedures (if applicable)	1	2	3	4
3	→ Climb profile	1	2	3	4

Section 4: Descent, Arrival and landing Procedures

Aspects					
1	→ Approach Pattern	1	2	3	4
2	→ Quality of landing	1	2	3	4

Section 5: Flight Manoeuvres Items applicable to Aeroplane

Aspects					
1	→ Turns while maintaining altitude	1	2	3	4
2	→ Speed changes while maintaining altitude	1	2	3	4
3	→ Horizontal figure 8	NA	1	2	3
4	→ Stalls	NA	1	2	3
5	→ Spin recovery (if approved for type)	NA	1	2	3

Section 6: Flight Manoeuvres Items applicable to RPA Helicopter

Aspects					
1	→ Tail-in Hover	1	2	3	4
2	→ Tail-in hover squares and circles	1	2	3	4
3	→ Tail-in hover Horizontal figure 8	1	2	3	4
4	→ Tail in hover vertical triangle	1	2	3	4
5	→ Transition for hover to forward flight and back to hover	1	2	3	4
6	→ Side on hover	1	2	3	4
7	→ Nose in hover	1	2	3	4

Details of examiner who carried out test			
Licence Number		Phone number	
I certify that all sections and aspects were carried out and assessed by me as indicated above:			
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE	

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

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	