



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

Testing Standards, Safety Standards and Assurance
0860 267 435
Ikhaya Lokundiza, 16 Treur Close, Waterfall Park, Bekker Street, Midrand, Gauteng
Private Bag X73, Halfway House 1685 Website: www.caa.co.za

Fax Number:

011-545-1459

Form Number: CA 71-03.5

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

Skill test for flight instructor
(H)

INITIAL SKILLS TEST OR REVALIDATION CHECK REPORT FOR RPAS FLIGHT INSTRUCTOR RATING

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 initialised 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 initialised by the examiner. Any other alteration must be initialised by the candidate.
5. The test or check may be used for the addition of a helicopter type provided all other requirements have been met and the form CA 61-09.6, as applicable, accompanies this form.


Aeroplane		Helicopter		Multi-Rotor	
Initial		Revalidation		Initial	
				Revalidation	

Details of Candidate

Surname		Initial(s)	
Licence Number		Phone number	











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 (tests or re-assessments only)				
Place of departure								
Aircraft type							Reg.	
FSTD	ACFT replicated		FNPT II		Level (A-D)		Reg.	
Test/check 1	Briefing time	Flight time	FSTD time	De-brief time	Outcome	C	NYC	
Test/check 2	Briefing time	Flight time	FSTD time	De-brief time	Outcome	C	NYC	
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






Note to the examiner and candidate						
a. Abbreviations						
C	competent	NYC	not yet competent	NA	not assessed	 Mandatory aspect
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 Remote Pilots 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 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. 						
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.
p.	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.
q.	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.
r.	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.
s.	The examiner must write comments on the observations page whenever an aspect is marked as 1 .
t.	Should any aspect in section 15 (Airmanship) be assessed as “ NYC ”, 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.
u.	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 remote pilot licence;
	3. failure to take prompt corrective action when tolerances are exceeded.
	4. doubt regarding the successful outcome of an aspect.
v.	The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.




Section 1: Ground evaluation

Aspects		C	NYC
Main briefing:			
1	 Knowledge of the subject		
2	 Lesson plan preparation and adherence (introduction, development and conclusion)		
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	 RPAS used for the test		
9	 Theory of instruction / instructor responsibilities and professionalism / risk management		
10	 Air exercise briefing		

Section 2: Pre-flight Operations

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

Section 3: Take-off and climb procedures

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

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
4	→	Stalls	NA	1	2	3	4
5	→	Spin recovery (if approved for type)	NA	1	2	3	4






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





Section 7: Flight Manoeuvres Items applicable to RPA Multi-Rotor

Aspects						
1	→	Tail-in Hover	1	2	3	4
2	→	Tail-in hover yawing slowly right and left	1	2	3	4
3	→	Tail-in hover moving right and left	1	2	3	4
4	→	Tail in hover moving forwards and backwards	1	2	3	4
5	→	Tail in hover climb and descend	1	2	3	4
6	→	Tail in hover vertical rectangle	1	2	3	4
7	→	Tail in hover horizontal rectangle	1	2	3	4
8	→	Nose in hover	1	2	3	4
9	→	Fly a square box rotating the MR in the direction of flight	1	2	3	4
10	→	From hover fly a circle rotating the MR nose-in the centre of the circle	1	2	3	4
11	→	Transition from hover to forward flight	1	2	3	4
12	→	Climbing and descending from level flight	1	2	3	4
13	→	Turns from level flight	1	2	3	4
14	→	Speed control in level flight	1	2	3	4

Section 8: Forced landing

Aspects						
1		Action after engine failure	1	2	3	4
2		Choice of field	1	2	3	4
3		Planning of autorotative descent profile	1	2	3	4
4		Control of speed, Rotor RPM and Rate of Descent	1	2	3	4
5		Success	1	2	3	4




Section 9: Low Flying

Aspects						
1		Control of height, direction, speed and attitude	1	2	3	4
2		Effect of wind	1	2	3	4
3		Effect of inertia and speed	1	2	3	4
4		Crossing of obstructions (i.e. power lines, line features, etc.)	1	2	3	4







Section 10: Abnormal and Emergency Procedures

Aspects						
Note (1) The DFE shall simulate failures where appropriate						
Note (2) The DFE shall select 2 non-mandatory items from the following:						
1		Engine failure after lift off	1	2	3	4
2		Fuel system malfunction (If applicable)	1	2	3	4
3		Electrical system malfunction	1	2	3	4
4		Fire drills, including smoke control and removal, as applicable	1	2	3	4
5		Lost Link	1	2	3	4
6		Engine Failure approach to landing	1	2	3	4
Specify others:						
9			1	2	3	4
10			1	2	3	4
11			1	2	3	4

Section 11: Instructional skill

Aspects						
1		Leadership and assertiveness	1	2	3	4
2		Consistent and correct talk-through	1	2	3	4
3		Quality of demonstration	1	2	3	4
4		Recognition and correction of errors	1	2	3	4
5		Quality of the de-brief				

Section 12: Airmanship

Aspects		C	NYC
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	

Details of examiner who carried out test/check 1			
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 test/check 2			
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	