



Section/division: **Personnel Licensing, Safety Standards and Assurance** Form Number: CA 71-20  
 Telephone number: **0860 267 435** Fax Number: 011-545-1459  
 Physical address: **Ikhaya Lokundiza, 16 Treur Close, Waterfall Park, Bekker Street, Midrand, Gauteng**  
 Postal address: **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**

Skills test report for  
night rating

## SKILLS TEST REPORT FOR BVLOS RATING (AEROPLANE, HELICOPTER & MULTIROTOR)

**NOTES:**

- This form must be submitted within 30 days of the completion of the skills test and must be accompanied by application form CA 101-03.2.
- 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 details, grading, observation(s) or any date must be initialled by the examiner. Any other alteration must be initialled by the candidate.

**Details of Candidate**

Surname		Initial(s)	
Licence Number		Telephone number	

<b>Test details</b>		Date of test 1 (dd/mm/yyyy)			
		Date of test 2 (dd/mm/yyyy)			
Examiner to check	Licence	Logbook	Letter of recommendation		
ATO legal entity name					
ATO trading as name (As applicable)					
SACAA ATO approval number e.g SACAA/1000/ATO <b>NOTE! The old ATO approval number commencing with "0" is no longer to be used e.g SACAA/0650/ATO</b>		<b>SACA A</b>	<b>1</b>		<b>ATO</b>
ATO Certificate expiry date		ATO OpsSpec expiry date			
Test 1	Briefing time	Flight time	De-brief time	Outcome	<b>C</b> <b>NC</b>
Test 2	Briefing time	Flight time	De-brief time	Outcome	<b>C</b> <b>NC</b>
Remarks					

**Experience**

	RPAS Operational Experience	Remarks
Enter Hours		

## Notes to the examiner and candidate

### a) Abbreviations

<b>C</b>	Competent	<b>NC</b>	Not competent	<b>NA</b>	Not assessed			
⊙	Mandatory aspect for aeroplane, helicopter and Multirotor							

- 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 instrument flying assessment can be flown by day or by night. The night flying assessment must be flown after official sunset.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the test.
- 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 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) 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.  
Should the candidate wish to be re-assessed by another examiner, the latter examiner shall liaise with the examiner who conducted the first test.
- o) 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.  
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 **5** (Airmanship) be assessed as **NC**, 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

Subjects		C	NC
1	<input checked="" type="radio"/> Knowledge of CAR/CATS, AIP, SUPPLEMENTS, NOTAM & ATS flight plan		
2	<input checked="" type="radio"/> Knowledge of Airspace		
3	<input checked="" type="radio"/> Interpretation of METAR, TAF, SIGWX, and Synoptic charts		
4	<input checked="" type="radio"/> Knowledge of flight planning & aircraft performance		
5	<input checked="" type="radio"/> Knowledge of aircraft system, as applicable to test		
6	<input checked="" type="radio"/> Risk management and Emergency Response Planning		

## Section 2: Pre-flight Operations

Aspects					
1	☉ Aircraft, as applicable to test, basic and advanced hardware setup	1	2	3	4
2	☉ Aircraft, as applicable to test, basic and advanced software setup	1	2	3	4
3	☉ Setting up planning software, as applicable	1	2	3	4
4	☉ Understanding of flight planning principles, including weather, endurance etc.	1	2	3	4
5	☉ Connecting planning software to autopilot system, as applicable	1	2	3	4
6	☉ Take-off briefing (RTO, EFATO, DEP and Threat mitigation)	1	2	3	4

## Section 3: En-Route Operations

Aspects					
1	☉ Analysing a mission using logs	1	2	3	4
2	☉ Practical exercises using planning software and auto pilot	1	2	3	4
3	☉ Basic interception of RPS display	1	2	3	4

## Section 4: Non-normal operations and procedures

Aspects					
1	Lost link Procedure	1	2	3	4
2	Trouble shooting	1	2	3	4
3	Engine failure procedure	1	2	3	4
4	Return to home	1	2	3	4

### Other (specify)

5		1	2	3	4
6		1	2	3	4
7		1	2	3	4

## Section 5: Airmanship

Aspects		C	NC
1	☉ Situational awareness		
2	☉ Event/risk management process and aeronautical decision making		
3	☉ Safety consciousness (lookout, safety checks, etc.)		
4	☉ Flying accuracy and smoothness		
5	☉ RT procedures and proficiency, ATC liaison / compliance		
6	☉ Compliance with regulations		
7	☉ Flight management (fuel, engine considerations, etc.)		

<b>Aspect</b>	<b>Observations</b>

<b>Details of examiner</b>			
Surname		Initial(s)	
Licence Number		Phone number	
I certify that the sections and aspects were carried out and assessed by me as indicated.			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

<b>Details of examiner who carried out a re-assessment (if different from above)</b>			
Surname		Initials	
Licence Number		Phone number	
I certify that I re-assessed all the aspects as specified on the observations page.			
<b>SIGNATURE OF EXAMINER</b>	<b>NAME IN BLOCK LETTERS</b>	<b>DATE</b>	

<b>DECLARATION BY CANDIDATE</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>