



Section/division: Licensing Section

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Licensing Section

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Form Number: CA 61-03.4

Website: www.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 report for

PPL (A)

INITIAL SKILLS TEST OR COMPETENCY CHECK REPORT FOR PRIVATE PILOT LICENCE (AEROPLANE)

NOTES:

1. See the relevant checklist on the SACAA website (www.caa.co.za) for the applicable requirements for each licence or rating.
2. Insert a tick (✓) in the applicable box(es) *.
3. This form must be submitted within 30 days of the completion of the skills test or competency check, as applicable.
4. In the case of an initial skills test, this form must be accompanied by the application form CA61-01.0.
5. 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.
6. For the competency check of a PPL with instrument rating please use form CA 61-15.5 only

Initial skills test *

Competency check *

Details of Candidate

Surname		First names	
Licence Number		Phone number	

Test or Check details

For initial skills test only *	Training file complete		Recommended		All requirements met	
Aerodrome				Date of test		
Aeroplane Make & Model				Registration		
Duration of test or check	Briefing		Flying		De-briefing	
Outcome *	Competent				Not yet Competent	
Remarks						

Experience

DUAL	PIC	TOTAL	PIC during the last 6 months	PIC Cross-country (initial test only)	IF (initial test only)	FSTD (initial test only)

Note to Examiners

- a) The correct use of appropriate checklists must be applied at all times.
- b) A high level of RT must be exhibited at all times
- c) The candidate must be assessed as competent in the ground evaluation section prior to the practical skills test or competency check being carried out.
- d) It is recommended that the ground evaluation be conducted according to the SACAA recommended format (available on the SACAA website).
- e) All flight manoeuvres must be conducted in compliance with the POH and certification of the aircraft used for the skills test or the competency check.
- f) If a mandatory aspect is omitted, the Examiner must write "NOT ASSESSED" and motivate the decision in the observations sheet.
- g) The column **(I)** tagged with → means a mandatory aspect for the initial skills test.
- h) The column **(C)** tagged with → means a mandatory aspect for the competency check.
- i) 4-point scale

When applying the 4-point scale, award the mark that best describes the weakest element(s) applicable to the candidate's performance.

4. Excellent standard

Performance remains well within the qualification standards and flight management skills are excellent.

- 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 occur from the qualification standards 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 qualification standards 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 yet competent

Unacceptable deviations from the qualification standards 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 nonexistent, 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) Should the candidate achieve a **2** in any aspect, he or she must be re-assessed in that ASPECT and the Examiner must indicate a new grading (1,3 or 4).
- k) This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
- l) Should the candidate achieve a **1** in fewer than **5** aspects, he or she must undergo further training in compliance with Regulation SACAR 61.01.5 (9)(a)(b) and (c) and must be re-assessed in those aspects using the same form.
- m) Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.
- n) The Examiner must write comments in the observation sheet whenever an aspect is marked as **1**.
- o) In the case of an initial skills test where section 8 (Navigation) was successfully completed, this section may be omitted during a re-assessment.
- p) During a competency check, in the case of a grading of 2, the Examiner may teach in a particular aspect and then immediately re-assess such aspect.
- q) Should the candidate achieve a **1** in fewer than **5** aspects in an initial skills test, this form must remain in the possession of the ATO until a re-assessment is conducted.
- r) Should the candidate achieve a **1** in fewer than **5** aspects in a competency check, this form must remain in the possession of the Examiner until a re-assessment is conducted.
- s) Should the candidate achieve a **1** in **5** or more aspects, the Examiner must send this form to the CAA licensing section.
- t) Should any aspect in section 9 (Airmanship) be assessed as “not yet competent” (NYC), the entire test or check must be repeated.

Tolerances			
Single engine		Multi-engine	
Take-off	+ 10 kt / - 5 kt	V _{AT} / V _{REF}	+ 15 kt / - 5 kt
Climb and approach	± 15 kt	Asymmetric flight	+ 15 kt / - 5 kt
Altitude / height	± 150 ft	V _{YSE}	± 5 kt
Heading	± 10°	Heading during asymmetric flight	± 15°
<i>Note: Allowance for turbulence at the discretion of the Examiner</i>			

Section 1: Ground evaluation

I	C	Subjects					
1	→	→	CAR, CATS, AIP and NOTAM	1	2	3	4
2	→	→	POH of the aircraft used for the skills test for Operating limitations, Operational data (performance) and Mass and balance	1	2	3	4
3	→	→	Interpretation of weather reports and forecasts	1	2	3	4
4	→		Preparation of navigation exercise	1	2	3	4

Section 2: Pre-flight Operations

I	C	Aspects					
1	→	→	Pre-flight inspection, cockpit preparation, passenger briefing, etc.	1	2	3	4
2	→	→	Engine start and after-start procedures	1	2	3	4
3	→	→	Taxiing and aerodrome procedures	1	2	3	4
4	→	→	Completion of the pre take-off checks and crew briefing	1	2	3	4

Section 3: Take-off Procedures

I	C	Aspects					
1	→	→	Field- and obstacle limited take-off	1	2	3	4
2	→	→	Cross-wind take-off (to be discussed if no cross-wind condition)	1	2	3	4
3	→	→	Initial climb-out (maintaining V _X and V _Y) and after take-off checks	1	2	3	4
4	→	→	Compliance with ATC clearance or unmanned aerodrome procedures	1	2	3	4

Section 4: Flight Manoeuvres and Procedures

I	C	Aspects					
1	→	→	Steep turn (45° angle of bank)	1	2	3	4
2	→	→	Recognition of and recovery from a spiral dive	1	2	3	4
3	→	→	Handling the aircraft at critically low airspeeds	1	2	3	4
4	→	→	Stall entry and recovery with minimum height loss in clean configuration	1	2	3	4
5	→	→	Stall entry and recovery with minimum height loss in landing configuration	1	2	3	4
6	→	→	Spin avoidance (must comply with a/c certification)	1	2	3	4
7	→		Flight by reference solely to instruments, including the completion of a level 180° turn	1	2	3	4

Section 5: Low-level flying and Precautionary landing

I	C	Aspects					
1	→	→	Awareness of obstacles, terrain features and optical illusions	1	2	3	4
2	→	→	Technique and precautionary configuration	1	2	3	4
3	→	→	Control of height, direction and speed	1	2	3	4

Section 6: Emergency procedures

I	C	Aspects					
1	→	→	Simulated engine failure during the initial climb out	1	2	3	4
2	→	→	Simulated engine failure / fire from a minimum of 2000 feet AGL	1	2	3	4
3	→	→	Fire / smoke in the cockpit (in-flight)	1	2	3	4
Specify others:							
4				1	2	3	4
5				1	2	3	4
6				1	2	3	4

Section 7: Approach and Landing Procedures

I	C	Aspects					
1	→	→	Joining procedures (ATC compliance or unmanned procedures)	1	2	3	4
2	→	→	Circuit procedures and applicable checks	1	2	3	4
3	→	→	Approach to land	1	2	3	4
4	→		Normal landing	1	2	3	4
5	→		Field limited landing	1	2	3	4
6	→		Flapless approach and landing	1	2	3	4
7	→	→	Cross wind landing (to be discussed if no cross-wind condition)	1	2	3	4
8	→	→	Go-around procedure from flaps fully extended (Balked landing)	1	2	3	4

Section 8: Navigation

I	C	Aspects					
1	→		Setting course after departure	1	2	3	4
2	→		Basic navigation skills	1	2	3	4
3	→		Maintenance of the flight log	1	2	3	4
4	→		Adherence to the planned altitude/level, track and TAS	1	2	3	4
5	→		Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4
6	→		Diversion procedures	1	2	3	4
7	→		ATC/FIS liaison, compliance and R/T procedures	1	2	3	4
8	→		Appropriate use of navigational aids (including GPS if available)	1	2	3	4

Details of Examiner			
Surname		First names	
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 conducted section 8 (Navigation) (if different from above)			
Surname		First names	
Licence Number		Phone number	
I certify that I assessed all aspects of section 8 as indicated above:			
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE	

Details of Examiner who carried out a re-assessment (if different from above)			
Surname		First names	
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