



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 the 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 5 (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	
Height - normal forward flight	± 150 ft
Height - with simulated major emergency	± 150 ft
Height - hovering IGE	± 2 ft
Heading/Tracking of radio aids – normal flight	± 10°
Heading/Tracking of radio aids with simulated major emergency	± 15°
Speed take-off/ Approach	5-8 kts
Speed all other flight regimes	5-8 kts
Ground drift - take-off	No sideways or backwards movement
Ground drift – hover (maintaining adequate control)	± 3 ft
Ground drift - landing	No sideways or backwards movement
Note: Allowance for turbulence at the discretion of the Examiner	





Section 1: Ground evaluation

I	C	Subjects				
1		Air Law (Pertaining to Helicopter Practical Operational Procedures: NOTAMS, landing areas, minimum heights, etc.)	1	2	3	4
2		ATC Procedures (Helicopter Operations pertaining to local airfield requirements: Squawk codes, CTR joining procedures, flight corridors, etc)	1	2	3	4
3		Aircraft General Knowledge (Type specific)	1	2	3	4
4		Flight Planning and Performance (Fuel reserves, IGE/OGE graphs, W-A-T limitations, HV-diagram, mass & balance)	1	2	3	4
5		Human Performance and Limitations (Medication, FDP)	1	2	3	4
6		Meteorology (Pertaining to Helicopter Operations: Minima, sourcing weather information, local weather)	1	2	3	4
7		Navigation (Preparation, charts and GPS knowledge)	1	2	3	4
8		Operational procedures (Local operating procedures)	1	2	3	4















Section 2: Pre-flight Operations

I	C	Aspects				
1		Pre-flight documentation and weather brief	1	2	3	4
2		Mass and balance and performance calculation	1	2	3	4
3		Pre-flight inspection/action, location of parts and their purpose	1	2	3	4
4		Cockpit inspection, engine starting, after starting and pre take-off procedures	1	2	3	4
5		Hover taxi and aerodrome procedures – runway crossing clearance awareness	1	2	3	4
6		Communication and navigation equipment checks, selecting and setting frequencies	1	2	3	4








Section 3: Flight Manoeuvres and Procedures

I	C	Aspects				
1		Level flight, control of heading, altitude/height and speed	1	2	3	4
2		Climbing and descending turns to specified headings	1	2	3	4
3		Level turns with up to 30° bank, 180° to 360° left and right	1	2	3	4
4		Basic instrument flying check (180° turn in simulated IMC)	1	2	3	4
5		Change of airspeed in level flight	1	2	3	4




Section 4: Take-off/Hover manoeuvres and Advanced Handling

I	C	Aspects				
1		Take-off and landing (lift off and touch down)	1	2	3	4
2		Take-off and after take-off checks	1	2	3	4
3		Stationary hover with head/cross/tail wind	1	2	3	4
4		Stationary hover turns, 360° left and right (spot turns)	1	2	3	4
5		Forward, sideways and backwards hover manoeuvring	1	2	3	4
6		Take-off & landings (various profiles) including crosswind, downwind take-off (if practicable)	1	2	3	4
7		Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
8		Loss of Tail Rotor Effect (LTE)	1	2	3	4
9		Quick stops into and from a downwind position	1	2	3	4
10		Sloping ground/unprepared site landings and take-offs	1	2	3	4
11		Confined area: power checks, reconnaissance technique, approach and departure technique	1	2	3	4
12		Vortex Ring State: Awareness of causes and avoidance	1	2	3	4
13		Limited Power take-off and landing	1	2	3	4
14		Aerodrome R/T procedures and compliance with ATC	1	2	3	4







Section 5: Navigation and En-Route Procedures (compulsory for initial skills test)

I	C	Aspects				
1		Navigation and orientation at various altitudes/heights, map reading	1	2	3	4
2		Altitude/height, speed, heading control, observation of airspace, altimeter setting	1	2	3	4
3		Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment	1	2	3	4
4		Correct track, instrument monitoring	1	2	3	4
5		Observation of weather conditions, diversion planning	1	2	3	4
6		Use of navigation aids (where available)	1	2	3	4
7		ATC liaison – compliance, R/T procedures	1	2	3	4





















Section 6: Approach and Landing Procedures

I	C	Aspects				
1		Aerodrome arrival procedures	1	2	3	4
2		ATC liaison - compliance, R/T procedures	1	2	3	4
3		Parking, Shutdown and Post-flight procedure	1	2	3	4








Section 7: Abnormal and Emergency Procedures

I	C	Aspects (the Examiner shall select at least 3 non-mandatory aspects)	1	2	3	4
1		Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate	1	2	3	4
2		Fuel system malfunction	1	2	3	4
3		Electrical system malfunction	1	2	3	4
4		Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	1	2	3	4
5		Anti-torque system failure and/or malfunction	1	2	3	4
6		Fire drills, including smoke control and removal, as applicable	1	2	3	4
7		Other abnormal and Emergency procedures as outlined in appropriate flight manual	1	2	3	4
8	 	Simulated engine failure from the hover	1	2	3	4
9	 	Auto-rotations, (DFE to select two items from basic, range, minimum rate of descent, and manoeuvring turns)	1	2	3	4
10		Power-off landing	1	2	3	4
11	 	Practice forced landing with power recovery	1	2	3	4

Section 8: Multi-Engine and Type Items

I	C	Aspects	1	2	3	4
1	 	Pre take-off and pre landing briefing (TDP & LDP)	1	2	3	4
2	 	Simulated single engine failure at the hover	1	2	3	4
3	 	Rejected take-off at or before Take-off Decision Point (TDP)	1	2	3	4
4	 	Fly-away shortly after TDP	1	2	3	4
5	 	OEI approach and touch-down	1	2	3	4
6	 	Go-around or touch-down following engine failure before Landing Decision Point (LDP)	1	2	3	4
7	 	OEI approach and touch-down after LDP	1	2	3	4
8	 	ATC liaison - compliance, R/T procedures, Airmanship	1	2	3	4
9	 	Simulated engine failure securing drill and engine fire emergency procedures and securing drill	1	2	3	4
10	 	Emergency procedures, as applicable:	1	2	3	4
Specify others:						
11			1	2	3	4
12			1	2	3	4
13			1	2	3	4

Section 9: Airmanship

Aspects	C	NYC
1  Situational awareness		
2  Aeronautical decision making (threat and error management)		
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, FREDASS, etc.)		

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 5 (Navigation) (if different from above)			
Surname		First names	
Licence Number		Phone number	
I certify that I assessed all aspects of section 5 as indicate 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