



Section/division: Licensing Section

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Form Number: CA 61-19.4

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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 FLIGHT INSTRUCTOR RATING (HELICOPTER)

NOTES:

- See the relevant checklist on the SACAA website (www.caa.co.za) for the applicable requirements for each licence or rating.
- Insert a tick (✓) in the applicable box(es) *.
- This form must be submitted within 30 days of the completion of the skills test or revalidation check, as applicable.
- In the case of an initial skills test, this form must be accompanied by the application form CA61-01.0.
- 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.

GR-III*		GR-II*		GR-I*	
Initial	Revalidation	Initial	Revalidation	Initial	Revalidation

Details of Candidate

Surname	First names
Licence Number	Phone number

Details of Examiner

Surname	First names
Licence Number	Phone number

Test or Check details

Aerodrome	Date of test		
Helicopter Make & Model	Registration		
Duration	Ground evaluation	Flying	De-briefing
Main briefing subject	Main air-exercise		
Outcome *	Competent	Not yet Competent	
Remarks			

Experience

Total dual hours of patten training (initial test only)	Total instruction hours during the last 12 months (revalidation check only)	Grand total instruction hours	
		Aircraft	FSTD

Refresher course/conference (if applicable)

Date	Venue
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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 revalidation 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 revalidation check.
- f) If a mandatory aspect is omitted, the Examiner must write "NOT ASSESSED" and motivate the decision in the observations sheet.
- g) Aspects tagged with → are mandatory for the initial skills test and the revalidation check unless otherwise instructed.
- h) 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.




- i) 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).
- j) This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
- k) 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.
- l) Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.
- m) The Examiner must write comments in the observation sheet whenever an aspect is marked as **1**.
- 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.
- o) 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.
- p) Should the candidate achieve a **1** in fewer than **5** aspects in a revalidation check, this form must remain in the possession of the Examiner until a re-assessment is conducted.
- q) Should the candidate achieve a **1** in **5** or more aspects, the Examiner must send this form to the CAA licensing section.
- r) 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	± 50 ft	Speed take-off/ Approach	± 5 kt
Height - with simulated major emergency	± 75 ft	Speed all other flight regimes	± 10 kt
Height - hovering IGE	± 2 ft	Ground drift – take-off	No sideways or backwards movement
Heading/Tracking of radio aids – normal flight	± 10°	Ground drift - hover	± 3 ft
Heading/Tracking of radio aids with simulated major emergency	± 15 °	Ground drift on landing	No sideways or backwards movement
Note: Allowance for turbulence at the discretion of the Examiner			







Section 1: Ground evaluation (Not applicable to Grade I upgrade – use form CA 61-16.04)

Aspects						
Main briefing:						
1		Knowledge of the subject	1	2	3	4
2		Lesson plan preparation and adherence (introduction, development and conclusion)	1	2	3	4
3		Teaching ability (method of conveying knowledge, effective communication)	1	2	3	4
4		Student involvement and knowledge evaluation	1	2	3	4
5		Effective use of media and instructional aids	1	2	3	4
Knowledge and Practical application of:						
6		Civil Aviation Regulations	1	2	3	4
7		Principles of Flight	1	2	3	4
8		Helicopter used for the test	1	2	3	4
9		Theory of instruction / instructor responsibilities and professionalism / risk management	1	2	3	4
10		Air exercise briefing	1	2	3	4








Section 2: Pre-flight Action and Ground Handling

Aspects						
1		Pre-flight inspection	1	2	3	4
2		Procedure before start, after start pre take-off procedures	1	2	3	4
3		Hover taxi, aerodrome procedure and runway crossing clearance awareness	1	2	3	4


Section 3: Take-off – Hover and Advanced Manoeuvres

Aspects						
1		Take-offs (various profiles)	1	2	3	4
2		Take-off and landing, (lift off and touch down)	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		Crosswind, downwind take-off	1	2	3	4






Section 4: Demonstrate Flight Manoeuvres and Procedures

Aspects						
1		A primary effect of controls	1	2	3	4
2		Secondary effect of controls	1	2	3	4
3		Straight and level flight	1	2	3	4
4		Medium turns	1	2	3	4
5		Climbing & Descending (various configurations)	1	2	3	4
6		Recovery from a spiral dive	1	2	3	4
7		Steep turns	1	2	3	4





Section 5: Determination of V_{NE} for a given Configuration

Aspects						
1		Method of determining V _{NE}	1	2	3	4







Section 6: 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 7: 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 8: Confined Area Landing Procedures

Aspects						
1		Inspection procedure and technique	1	2	3	4
2		Control of height, direction, speed, attitude and Rate of Descent	1	2	3	4
3		Power and control authority assessment	1	2	3	4
4		Control of approach	1	2	3	4
5		Maneuvering in area and landing	1	2	3	4
6		Control of departure	1	2	3	4








Section 9: Approach and Landing Procedures



Aspects						
1		Aerodrome arrival procedures, altimeter setting, lookout	1	2	3	4
2		Approaches (various profiles)	1	2	3	4
3		Limited power landing	1	2	3	4
4		Sloping ground/unprepared sites landings	1	2	3	4
5		ATC liaison - compliance, R/T procedures	1	2	3	4
6		Actions after flight – parking, completion of paperwork etc.	1	2	3	4

Section 10: Abnormal and Emergency Procedures






Aspects						
Note (1) Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.(Section 8)						
Note (2) The DFE shall simulate failures where appropriate						
Note (3) The DFE shall select 2 non-mandatory items from the following:						
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		Hydraulic system malfunction, including approach and landing without hydraulics, as applicable	1	2	3	4
4		Electrical system malfunction	1	2	3	4
5		Fire drills, including smoke control and removal, as applicable	1	2	3	4
6		Autorotations (DFE to select two items from - Basic, range, low speed, and 360° turns)	1	2	3	4
7		Anti-torque system failure and/or malfunction	1	2	3	4
8		Other abnormal and Emergency procedures as outlined in appropriate flight manual.	1	2	3	4
Specify others:						
9			1	2	3	4
10			1	2	3	4
11			1	2	3	4

Section 11: Multi-Engine and Type Items





Aspects						
Other abnormal and emergency procedures as outlined in appropriate flight manual. and with reference to the type rating requirements for multi-engine helicopters:						
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

Section 11: Multi-Engine and Type Items (continued)						
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
Specify others:						
10			1	2	3	4
11			1	2	3	4
12			1	2	3	4






Section 12: Basic Instrument Flying (as appropriate)

Aspects						
Patter and instructional technique for:						
1		Basic instrument flying	1	2	3	4
2		Steep turns	1	2	3	4
3		Recovery from unusual attitudes	1	2	3	4
4		Method of intercepting QDM, QDR, Radials	1	2	3	4
5		Limited panel	1	2	3	4







Section 13: Navigation (Compulsory for initial GR-III skills test only)

Aspects						
1		Basic map reading	1	2	3	4
2		DR navigation	1	2	3	4
3		Flight log management	1	2	3	4
4		Use of navigational aids	1	2	3	4

Section 14: 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	1	2	3	4

Section 15: 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		

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 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