

Note to DFEs

- a) The correct use of appropriate checklists must be applied at all times.
- b) A high level of RT procedures 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 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) The applicant is required to provide an appropriate and airworthy aeroplane for use during the skills test.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aeroplane used for the skills test.
- g) The candidate's ability to use all available resources (autopilot, GPS, etc.) must be assessed.
- h) In the case where the flight is conducted without a co-pilot, the DFE is encouraged to act as co-pilot in order to assess the candidate's ability to act as pilot-in-command in a multi-crew operation.
- i) An aspect tagged with → is mandatory unless unsafe.
- j) If a mandatory aspect is waived, the DFE must write "NOT ASSESSED" and motivate the decision on the observations page.
- k) 4-point scale:

When applying the 4-point scale, award the mark that best describes the weakest aspect(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.

- l) Should the candidate achieve a **2** in any aspect, he or she must be re-assessed in that ASPECT and the DFE 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 **1** in fewer than **5** aspects, he or she must undergo further training in compliance with Regulation 61.01.5 (9)(a)(b) and (c) and must be re-assessed in those aspects using the same form. This form must remain in the possession of the ATO until a re-assessment is conducted.
- o) Should the candidate achieve a **1** in **5** or more aspects, the entire test must be repeated using a new form. The DFE must send the original form to the SACAA licensing section.
- p) The DFE must write comments on the observations page whenever an aspect is marked as **1**.
- q) Should any aspect in section 8 (Airmanship) be assessed as "not yet competent" (NYC), the entire test must be repeated. The examiner must send the original form to the SACAA licensing section.
- 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 DFE 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			
Altitude / height		Heading	
All engines operating	± 100 ft	All engines operating	± 5°
With simulated engine failure	± 100 ft	With simulated engine failure	± 10°
Limited instrument panel	± 200 ft	Limited instrument panel	± 15°
Starting go-around at DA/H	+ 50 ft / - 0 ft	Speed	
MDA/H	+ 50 ft / - 0 ft	Take-off / V _R	+ 5 kt / - 0 kt
Circling minima	+ 100 ft / - 0 ft	Climb and approach	± 5 kt
Tracking		V _{REF}	+ 5 kt / - 0 kt
All except precision approach	± 5°	Cruise	± 5 kt
Precision approach LLZ	½ scale deflection	Limited instrument panel	± 10 kt
Precision approach GS	½ scale deflection	With simulated engine failure	+ 10 kt / - 5 kt
DME arc	1 nm	V _{YSE} / V ₂	± 5 kt

Section 1: Ground evaluation

Aspects					
1	→ CAR/CATS, AIP, SUPPLEMENTS, AICs, NOTAMs and completion of ATS flight plan	1	2	3	4
2	→ Interpretation of weather reports, forecasts and charts	1	2	3	4
3	→ Flight planning, aircraft performance and charts (SID, STAR, APP and en-route)	1	2	3	4
4	→ All weather operations	1	2	3	4
5	→ Technical knowledge of aircraft (POH, AFM as applicable)	1	2	3	4
6	→ En-route navigation preparation and preparation of IFR navigation log	1	2	3	4

Section 2: Pre-flight Operations

Aspects					
1	→ Pre-flight inspection, flight deck preparation, take-off data, passenger briefing	1	2	3	4
2	→ Pre-start, start and after start procedures	1	2	3	4
3	→ QNH set, flight instruments and navigation aids set and checked	1	2	3	4
4	→ Taxi and aerodrome procedures	1	2	3	4
5	→ Take-off briefing including departure clearance and threat & error management	1	2	3	4

Section 3: Take-off and climb procedures

Aspects						
1	→	Take-off technique (T/O roll, speeds, rotation, transition to instruments)	1	2	3	4
2	→	Initial climb-out (speed and direction), after take-off checks and en route climb including altimeter setting procedures (if applicable)	1	2	3	4
3	→	Compliance with clearances (SID, intercepting and maintaining tracks, etc.)	1	2	3	4
4	→	Climb profile	1	2	3	4
5		Low visibility take-off	1	2	3	4

Section 4: Flight Manoeuvres

Aspects						
1	→	Steep turn (45° angle of bank) at a nominated airspeed	1	2	3	4
2	→	Slow flight (given configuration and speed)	1	2	3	4
3	→	Approach to stall and recovery (clean configuration)	1	2	3	4
4	→	Approach to stall and recovery (landing configuration & ground contact a factor)	1	2	3	4
5	→	Operation with limited flight instruments (if applicable)	1	2	3	4

Section 5: Descent and Arrival Procedures

Aspects						
1	→	Setting and identification/checking of navigational aids, altimeter setting procedures, etc.	1	2	3	4
2	→	Approach preparation (briefing, checks and procedures)	1	2	3	4
3	→	Descent profile	1	2	3	4
4	→	Holding and arrival procedures (STAR, DME Arc, radar vectors, EAT, etc.)	1	2	3	4

Section 6: Approach and landing procedures

Must include at least:

- One precision and one non-precision approach
- One procedural approach
- One go-around and missed approach procedure
- One circling approach or a discussion thereof

ILS

Aspects

1	→	Compliance with published approach procedure	1	2	3	4
2	→	Stabilised approach	1	2	3	4
3	→	Compliance with DA (DH)	1	2	3	4
4		Go-around and missed approach procedure	1	2	3	4
5		Transition to visual flight and landing	1	2	3	4
6		CAT II	1	2	3	4
7		CAT III	1	2	3	4

LLZ

VOR/DME

VOR

NDB

RNAV (GNSS)

Aspects

8	→	Compliance with published approach procedure	1	2	3	4
9	→	Stabilised approach	1	2	3	4
10	→	Compliance with applicable minima	1	2	3	4
11		Go-around and missed approach procedure	1	2	3	4
12		Transition to visual flight and landing	1	2	3	4

CIRCLING APPROACH

Aspects

13	→	Transition to the circling approach and flying the manoeuvre	1	2	3	4
14		Go-around and missed approach procedure (discuss if not executed)	1	2	3	4

Section 7: Abnormal / emergency procedures

Aspects					
	<ul style="list-style-type: none"> Must include at least 5 aspects. Any aspect not carried out in an FSTD must be simulated with due regard for the operating limitations in the aeroplane's POH/AFM, aerodrome elevation and ambient conditions. Some multi-engine aeroplanes cannot climb or maintain altitude with one engine inoperative. DFEs must exercise their discretion and they have the right to waive or modify any aspect in the interest of safety. 				
1	Engine start malfunction	1	2	3	4
2	Rejected take-off (RTO)	1	2	3	4
3	Low visibility RTO	1	2	3	4
4	→ Engine failure on take-off (choose according to aeroplane certification)				
	a. Between V_1 and V_2 (only in an FSTD)	1	2	3	4
	b. As soon as possible after V_2	1	2	3	4
	c. At or as soon as possible after V_R (only in an FSTD)	1	2	3	4
	d. During climb-out (above 500 feet agl and above V_{YSE})	1	2	3	4
5	→ Engine failure during cruise	1	2	3	4
6	Engine shutdown	1	2	3	4
7	Engine restart in flight	1	2	3	4
8	Engine fire	1	2	3	4
9	Fire in flight (flight deck or cabin)	1	2	3	4
10	Smoke control	1	2	3	4
11	Pressurisation malfunction	1	2	3	4
12	Emergency descent	1	2	3	4
13	Hydraulic system malfunction	1	2	3	4
14	Electrical system malfunction	1	2	3	4
15	Landing gear system malfunction	1	2	3	4
16	Flap system malfunction	1	2	3	4
17	Instrument malfunction	1	2	3	4
18	FMS malfunction	1	2	3	4
19	Communication failure	1	2	3	4
20	→ One engine inoperative approach and landing	1	2	3	4
21	One engine inoperative go-around and missed approach	1	2	3	4
	Other (specify)				
22		1	2	3	4
23		1	2	3	4
24		1	2	3	4

Section 8: 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, etc.)		

Details of DFE			
Surname		Initials	
Licence Number		Phone number	
I certify that the sections and aspects were carried out and assessed by me as indicated.			
SIGNATURE OF DFE	NAME IN BLOCK LETTERS	DATE	

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

DECLARATION BY CANDIDATE		
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