



Section/division: Licensing Section

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Licensing Section

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Form Number: CA 61-08.4

Website: [www.caa.co.za](http://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  
ATPL (A)

## INITIAL SKILLS TEST OR COMPETENCY CHECK REPORT FOR AIRLINE TRANSPORT PILOT LICENCE (HELICOPTER)

## NOTES:

- N.B. FOR THE COMPETENCY CHECK OF AN ATPL WITH INSTRUMENT RATING USE FORM CA 61-15.4 (revalidation of an instrument rating).
- See the relevant checklist on the SACAA website ([www.caa.co.za](http://www.caa.co.za)) for the applicable requirements for each licence or rating.
- This form must be submitted within 30 days of the completion of the skills test.
- In the case of an initial skills test, this form must be accompanied by application form CA61-01.0.
- For this form to be accepted by the SACAA, each page must be completed in full and must be initialled by BOTH the DFE and the candidate.
- Applicants must provide the SACAA with a complete summary (hours) of all experience per aircraft.
- Successful completion of the skills test and submission of this form DO NOT revalidate an instrument rating.

## Details of Candidate

Surname		Initials	
Licence Number		Phone number	


## Test details

DFE to check	Training file		Recommendation		All requirements met	
	Logbook		Preparation		Licence	
Name of ATO					ATO number	
Route					Date of test	
Helicopter make & model					Registration	
Approved FSTD type			Level		Registration	
Duration	Briefing		Flying		De-briefing	
Outcome	Competent			Not yet competent		
Remarks						

## Experience (hours)

Total cross-country		Total PICUS (MCC certificate required for recognition)	
PICUS and co-pilot cross-country		Total aeroplane	Total co-pilot
PIC and co-pilot night		Total FSTD	Total dual
Total instrument		Total FNPT	Total PIC
FSTD instrument		Student PIC	Grand total

## Notes 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 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) The applicant is required to provide an appropriate and airworthy helicopter for use during the skills test.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the helicopter used for the skills test or the competency check.
- g) The candidate's ability to use all available resources (autopilot, GPS, etc.) must be assessed.
- h) The columns (I) & (C) refer to initial skills test and competency check respectively.
- 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) During a competency check, in the case of a grading of **2**, the DFE 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, 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. In the case of an initial skills test this form must remain in the possession of the ATO until a re-assessment is conducted. In the case of a competency check this form must remain in the possession of the DFE until a re-assessment is conducted.
- p) Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form. The DFE must send the original form to the SACAA licensing section.
- q) The DFE must write comments on the observation page whenever an aspect is marked as **1**.
- r) Should any aspect in section 8 (Airmanship) be assessed as “not yet competent” (NYC), the entire test or check must be repeated. The examiner must send the original form to the SACAA licensing section.
- s) 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. Failure to use proper and effective visual scanning techniques, when applicable, to clear the area before and while performing manoeuvres.
  3. Consistently exceeding the tolerances suggested below.
  4. Failure to take prompt corrective action when tolerances are exceeded.
  5. Doubt regarding the successful outcome of an aspect.
- t) The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.

<b>Recommended tolerances</b>	
Height - normal forward flight	± 50 ft
Height - with simulated major emergency	± 75 ft
Height - hovering in ground effect (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 kt
Speed all other flight regimes	± 10 kt
Ground drift - take-off and landing	No sideways or backwards movement
Ground drift – hover (maintaining adequate control)	± 3 ft

## Section 1: Ground evaluation

Aspects						
1		CAR/CATS, AIP, SUPPLEMENTS, AICs, NOTAMs and completion of ATS flight plan	1	2	3	4
2		Runway and taxiway lighting, marking and indicators	1	2	3	4
3		Technical knowledge of aircraft (POH, AFM as applicable)	1	2	3	4
4		Flight Planning & Performance and Mass & balance	1	2	3	4
5		Interpretation of weather reports, forecasts and charts	1	2	3	4
6		Preparation of navigation log and chart	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		Pre-start, start and after start procedures	1	2	3	4
3		QNH set, flight instruments and navigation aids set and checked (as applicable)	1	2	3	4
4		Taxi, hover taxi and aerodrome procedures / awareness	1	2	3	4
5		Take-off briefing (including departure and abnormal procedures)	1	2	3	4

## Section 3: Take-off, hover and advanced manoeuvres

I	C	Aspects				
1		Take-off and landing, (lift off and touch down)	1	2	3	4
2		Stationary hover with head/cross/tail wind	1	2	3	4
3		Stationary hover turns, 360° left and right (spot turns)	1	2	3	4
4		Forward, sideways and backwards hover manoeuvring	1	2	3	4
5		Crosswind, downwind take-off (if practicable)	1	2	3	4
6		Quick stops into and from a downwind position	1	2	3	4
7		Sloping ground/unprepared site landings and take-offs	1	2	3	4
8		Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
9		Limited power take-off and landing	1	2	3	4
10		Confined Area: Power checks, reconnaissance technique and departure technique	1	2	3	4
11		Steep turn (30 ° bank angle)	1	2	3	4
12		ATC liaison - compliance, R/T procedures	1	2	3	4

## Section 4: Flight procedures and manoeuvres by sole reference to instruments (only for CPL without IR)

I	C	Aspects				
1		Level flight, control of heading, altitude/height and speed	1	2	3	4
2		Rate 1 level turns onto specified headings, 180° to 360° left and right	1	2	3	4
3		Climbing and descending, including turns at rate 1 onto specified headings	1	2	3	4
4		Recovery from unusual attitudes	1	2	3	4
5		Turns with 30° bank, turning up to 90° left and right	1	2	3	4

## Section 5: Approach and landing procedures








I	C	Aspects				
1		Aerodrome arrival procedures, altimeter setting, lookout	1	2	3	4
2		Approaches (various profiles)	1	2	3	4
3		ATC liaison - compliance, R/T procedures	1	2	3	4
4		Actions after flight – parking, completion of paperwork etc.	1	2	3	4

### Section 6: Abnormal and Emergency Procedures








- The DFE shall simulate failures where appropriate
- Must include at least 4 aspects

<b>Aspects</b>					
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	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	Loss of tail rotor effectiveness (LTE)	1	2	3	4
8	Vortex Ring State: Awareness of causes and avoidance	1	2	3	4
9	Simulated engine failure from the hover	1	2	3	4
10	Autorotation	1	2	3	4
	Other (specify)				
11		1	2	3	4
12		1	2	3	4
13		1	2	3	4

### Section 7: Multi-engine

<b>I</b>	<b>C</b>	<b>Aspects</b>				
1		Pre take-off and pre landing briefing (TDP & LDP)	1	2	3	4
2		Simulated engine failure from 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		One engine inoperative 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		One engine inoperative approach and touch-down after LDP	1	2	3	4
		Other (specify)				
8			1	2	3	4
9			1	2	3	4

### Section 8: Airmanship

<b>Aspects</b>	<b>C</b>	<b>NYC</b>
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.)		



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

<b>Details of DFE 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 DFE</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>