


Note to examiners

- 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 aircraft for use during the skills test.
- f) All flight manoeuvres must be conducted in compliance with the POH/AFM and the certification of the aircraft used for the skills test.
- g) The candidate's ability to use all available resources (autopilot, GPS, etc.) must be assessed.
- h) The instrument flying assessment can be flown by day or by night. The night flying assessment (sections 5 and 6) must be flown after official sunset.
- i) Mandatory aspects are tagged with Ⓢ (aeroplane and helicopter) or → (aeroplane only) or  (helicopter only). Mandatory aspects may be waived if deemed unsafe.
- j) If a mandatory aspect is waived, the examiner 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 examiner 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 examiner must send the original form to the SACAA licensing section.
- p) The examiner must write comments on the observations page whenever an aspect is marked as **1**.
- q) Should any aspect in section 7 (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 examiner 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.
- s) The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.

Recommended tolerances

Altitude / height	± 150 ft	V _R	+ 10 kt / - 5 kt
Tracking VOR / NDB	± 10°	Climb and approach speeds	± 15 kt
Heading	± 10°	V _{REF}	+ 15 kt / - 5 kt
		Cruise speed	± 15 kt

Section 1: Ground evaluation

Subjects

1	<input checked="" type="radio"/> CAR, CATS, AIP, AICs and NOTAMs relevant to the rating	1	2	3	4
2	<input checked="" type="radio"/> Aerodrome lighting and facilities	1	2	3	4
3	<input checked="" type="radio"/> Interpretation of weather reports and forecasts	1	2	3	4
4	<input checked="" type="radio"/> Human factors (illusions, vertigo, disorientation etc.)	1	2	3	4

Section 2: Pre-flight Operations

Aspects

1	<input checked="" type="radio"/> Pre-flight inspection, cockpit preparation, passenger briefing, etc.	1	2	3	4
2	<input checked="" type="radio"/> Engine start and after start procedures	1	2	3	4
3	<input checked="" type="radio"/> QNH set, taxi, aerodrome procedures and instrument checks	1	2	3	4
4	<input checked="" type="radio"/> Before take-off checks and briefing	1	2	3	4

Section 3: Flight manoeuvres with sole reference to instruments

Aspects		1	2	3	4
1	⊙ Climbing and levelling off	1	2	3	4
2	⊙ Straight and level at various speeds and flap settings	1	2	3	4
3	⊙ Climbing, descending and timed turns	1	2	3	4
4	⊙ Steep turns (45° bank angle for aeroplane and 30° bank angle for helicopter)	1	2	3	4
5	➔ Stall entry and recovery with minimum height loss in clean configuration	1	2	3	4
6	➔ Stall entry and recovery with minimum height loss in landing configuration	1	2	3	4
7	⊙ Recovery from unusual attitudes	1	2	3	4
8	⊙ Recovery from spiral dive	1	2	3	4
9	⊙ Operating with limited flight instruments	1	2	3	4
10	⊙ Descending (control of rate and speed, situational awareness)	1	2	3	4

Section 4: Basic radio navigation with sole reference to instruments

Aspects		1	2	3	4
1	➔ Setting and identification/checking of navigational aids, altimeter setting procedures, etc.	1	2	3	4
2	➔ Tracking to/from a station (VOR/NDB)	1	2	3	4
3	➔ Basic interception of bearings/radials	1	2	3	4

Section 5: Circuits and landings (must be performed at night)

N.B. Complete at least 3 take-offs, 3 circuits and 3 landings

Aspects		1	2	3	4
1	⊙ QNH set, taxi, aerodrome procedures and instrument checks	1	2	3	4
2	⊙ Take-off run, transition to flight instruments and initial climb-out	1	2	3	4
3	⊙ Circuit procedures and checks	1	2	3	4
4	⊙ Safe initiation of the descent and quality of the approach and landing	1	2	3	4
5	⊙ Go-around and climb to downwind position	1	2	3	4
6	⊙ Simulated electrical system failure	1	2	3	4
Other (specify)					
7		1	2	3	4
8		1	2	3	4
9		1	2	3	4

Section 6: Simulated engine failure (must be performed at night)

Aspects		1	2	3	4
1	✈ Simulated engine failure	1	2	3	4

Section 7: 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 examiner			
Surname		Initials	
Licence Number		Phone number	
I certify that the sections and aspects were carried out and assessed by me as indicated.			
SIGNATURE OF EXAMINER	NAME IN BLOCK LETTERS	DATE	

Details of examiner who carried out a re-assessment (if different from above)			
Surname		Initials	
Licence Number		Phone number	
I certify that I re-assessed all the aspects as specified on the observations page.			
SIGNATURE OF EXAMINER	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