



Section/division: Licensing Section

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|                                                                         |                                                                          |
|-------------------------------------------------------------------------|--------------------------------------------------------------------------|
| <b>DETAILS OF BANK ACCOUNT FOR PAYMENT OF PRESCRIBED FEE</b>            |                                                                          |
| Bank: Standard Bank of SA Ltd                                           | Branch: Brooklyn, Pretoria Branch Code: 011245 Account Number: 013007971 |
| <b>COMPULSORY CLIENT PAYMENT CODE (to be completed on deposit slip)</b> |                                                                          |
| Service/transaction                                                     | Over the counter payments EFT, Internet, Wire, Electronic payments       |
| Skill test Instrument rating (A)(H)                                     |                                                                          |

## INITIAL SKILLS TEST OR REVALIDATION CHECK REPORT FOR INSTRUMENT RATING (AEROPLANE & HELICOPTER)

**NOTES:**

- N.B. THIS FORM MUST BE USED FOR THE COMPETENCY CHECK OF ANY LICENCE WITH AN INSTRUMENT RATING.
- See the relevant checklist on the SACAA website (www.caa.co.za) for the applicable requirements.
- This form must be submitted within 30 days of the completion of the skills test or the revalidation check.
- 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 initialled by BOTH the examiner and the candidate.

|                                                                                       |               |              |                        |                                                                  |                      |      |  |
|---------------------------------------------------------------------------------------|---------------|--------------|------------------------|------------------------------------------------------------------|----------------------|------|--|
| Initial                                                                               | SE            | Revalidation | SE                     | Licence for which maintenance of competency is to be revalidated |                      |      |  |
|                                                                                       | ME            |              | ME                     | PPL                                                              |                      | CPL  |  |
| <b>Details of Candidate</b>                                                           |               |              |                        |                                                                  |                      |      |  |
| Surname                                                                               |               |              | Initials               |                                                                  |                      |      |  |
| Licence Number                                                                        |               |              | Telephone number       |                                                                  |                      |      |  |
| <b>Test or check details</b>                                                          |               |              |                        |                                                                  |                      |      |  |
| DFE to check (initial only)                                                           | Training file |              | Recommendation         |                                                                  | All requirements met |      |  |
|                                                                                       | Logbook       |              | Navigation preparation |                                                                  | Licence              |      |  |
| ATO (initial only)                                                                    | Name          |              |                        |                                                                  | Number               |      |  |
| Route                                                                                 |               |              |                        |                                                                  | Date of test         |      |  |
| Aircraft make & model                                                                 |               |              | VP                     | RU                                                               | Registration         |      |  |
| FSTD type                                                                             |               |              |                        |                                                                  | Registration         |      |  |
| Duration                                                                              | Briefing      |              | Flying                 |                                                                  | De-briefing          |      |  |
| Outcome                                                                               | Competent     |              |                        | Not yet competent                                                |                      |      |  |
| Remarks                                                                               |               |              |                        |                                                                  |                      |      |  |
| <b>Experience (hours)</b>                                                             |               |              |                        |                                                                  |                      |      |  |
| Total PIC                                                                             |               |              |                        | Total PIC during last 6 months                                   |                      |      |  |
| Total PIC cross-country (initial only)                                                |               |              |                        | Total Co-pilot during last 6 months                              |                      |      |  |
| Total PIC cross-country in the category for which the rating is sought (initial only) |               |              |                        | Grand total                                                      |                      |      |  |
| Total Instrument Flying (initial only)                                                |               | SE aircraft  |                        | ME aircraft                                                      |                      | FSTD |  |

## 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 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) 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 or the revalidation check.
- g) The candidate's ability to use all available resources (autopilot, GPS, etc.) must be assessed.
- h) The columns (I) & (R) refer to initial skills test and revalidation check respectively.
- i) Mandatory aspects are tagged with ☉ (aeroplane and helicopter) or → (aeroplane only). Mandatory aspects may be waived if deemed 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 revalidation 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 revalidation 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 observations page whenever an aspect is marked as **1**.
- r) Should any aspect in section 9 (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. 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.
- t) 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 <sub>R</sub>         | + 5 kt / - 0 kt  |
| Circling minima               | + 100 ft / - 0 ft  | Climb and approach                | ± 5 kt           |
| Tracking                      |                    | V <sub>REF</sub>                  | + 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                       | 1nm                | V <sub>YSE</sub> / V <sub>2</sub> | ± 5 kt           |

### Section 1: Ground evaluation

|   | I | R | 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

|   | I | R | 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: Departure Procedures

|   | I | R | Aspects                                                                                             |   |   |   |   |
|---|---|---|-----------------------------------------------------------------------------------------------------|---|---|---|---|
| 1 | ☉ | ☉ | Take-off procedures and technique                                                                   | 1 | 2 | 3 | 4 |
| 2 | ☉ | ☉ | Adherence to instrument departure procedures including altimeter setting procedures (as applicable) | 1 | 2 | 3 | 4 |
| 3 | ➔ | ➔ | Climb profile                                                                                       | 1 | 2 | 3 | 4 |
| 4 |   |   | Low visibility take-off                                                                             | 1 | 2 | 3 | 4 |

### Section 4: Flight Manoeuvres and Procedures

|   | I | R | Aspects                                                                                   |   |   |   |   |
|---|---|---|-------------------------------------------------------------------------------------------|---|---|---|---|
| 1 | ☉ | ☉ | Steep turns (45° bank angle for aeroplane and 30° bank angle for helicopter)              | 1 | 2 | 3 | 4 |
| 2 | ☉ | ☉ | Slow flight (given configuration and speed)                                               | 1 | 2 | 3 | 4 |
| 3 | ➔ | ➔ | Stall or approach to stall and recovery (clean configuration)                             | 1 | 2 | 3 | 4 |
| 4 | ➔ | ➔ | Stall or approach to stall and recovery (landing configuration & ground contact a factor) | 1 | 2 | 3 | 4 |
| 5 | ☉ |   | Recovery from unusual attitudes                                                           | 1 | 2 | 3 | 4 |
| 6 | ☉ | ☉ | Operation with limited flight instruments                                                 | 1 | 2 | 3 | 4 |

### Section 5: Descent and Arrival Procedures

|   | I | R | 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

For initial skills test select at least:

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

For revalidation check select at least:

- one procedural approach
- one go-around and missed approach procedure

ILS

|   | I | R | 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)

|    | I | R | 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 |

**Section 6: Approach and Landing Procedures (continued)****CIRCLING APPROACH**

|    | I | R | 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 7A: Multi-engine aircraft (aeroplane and helicopter)**

- Complete at least 2 aspects

**Aspects:**

|                 |                                           |  |  |  |   |   |   |   |  |
|-----------------|-------------------------------------------|--|--|--|---|---|---|---|--|
| 1               | Simulated engine failure / fire           |  |  |  | 1 | 2 | 3 | 4 |  |
| 2               | Simulated one engine inoperative approach |  |  |  | 1 | 2 | 3 | 4 |  |
| 3               | Simulated one engine inoperative landing  |  |  |  | 1 | 2 | 3 | 4 |  |
| 4               | Confined area landing (helicopter only)   |  |  |  | 1 | 2 | 3 | 4 |  |
| Other (specify) |                                           |  |  |  |   |   |   |   |  |
| 5               |                                           |  |  |  | 1 | 2 | 3 | 4 |  |
| 6               |                                           |  |  |  | 1 | 2 | 3 | 4 |  |

**Section 7B: Single-engine aeroplane**

- Complete at least 2 aspects
- Aspects must be performed visually

**Aspects**

|                 |                                         |  |  |  |   |   |   |   |  |
|-----------------|-----------------------------------------|--|--|--|---|---|---|---|--|
| 1               | Simulated engine failure after take-off |  |  |  | 1 | 2 | 3 | 4 |  |
| 2               | Simulated forced landing                |  |  |  | 1 | 2 | 3 | 4 |  |
| 3               | Simulated precautionary landing         |  |  |  | 1 | 2 | 3 | 4 |  |
| Other (specify) |                                         |  |  |  |   |   |   |   |  |
| 4               |                                         |  |  |  | 1 | 2 | 3 | 4 |  |
| 5               |                                         |  |  |  | 1 | 2 | 3 | 4 |  |

**Section 7C: Single-engine helicopter**

- Complete at least 2 aspects
- Aspects must be performed visually

**Aspects**

|                 |                       |  |  |  |   |   |   |   |  |
|-----------------|-----------------------|--|--|--|---|---|---|---|--|
| 1               | Autorotation          |  |  |  | 1 | 2 | 3 | 4 |  |
| 2               | Confined area landing |  |  |  | 1 | 2 | 3 | 4 |  |
| Other (specify) |                       |  |  |  |   |   |   |   |  |
| 3               |                       |  |  |  | 1 | 2 | 3 | 4 |  |
| 4               |                       |  |  |  | 1 | 2 | 3 | 4 |  |

**Section 8: Abnormal operations and procedures**

- Simulate or discuss at least 3 aspects

**Aspects:**

|                 |                                     |  |  |  |   |   |   |   |  |
|-----------------|-------------------------------------|--|--|--|---|---|---|---|--|
| 1               | Communication failure               |  |  |  | 1 | 2 | 3 | 4 |  |
| 2               | Navigation facility failure         |  |  |  | 1 | 2 | 3 | 4 |  |
| 3               | Cockpit smoke/fire (ground/flight)  |  |  |  | 1 | 2 | 3 | 4 |  |
| 4               | Low visibility RTO (aeroplane only) |  |  |  | 1 | 2 | 3 | 4 |  |
| Other (specify) |                                     |  |  |  |   |   |   |   |  |
| 5               |                                     |  |  |  | 1 | 2 | 3 | 4 |  |
| 6               |                                     |  |  |  | 1 | 2 | 3 | 4 |  |
| 7               |                                     |  |  |  | 1 | 2 | 3 | 4 |  |



| <b>Details of Examiner</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 Examiner 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> |