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INITIAL SKILLS TEST AND REVALIDATION CHECK FOR ATPL (A) & (H)

1. Applicability

The South African Civil Aviation Regulations (SACAR) of 2011 (As amended) and the International Civil Aviation Organisation (ICAO) Document 9625 are applicable.

This notice is an amendment to the General Notice #PEL-2019/004 dated 17 July 2019. This general notice is applicable to all testing being conducted for the initial skills test as well as the revalidation check for an ATPL(A) and ATPL(H).

Reference is made to the General Notice #PEL-2019/002 dated 18 February 2019 issued by the Director in which the following decisions with respect to FSTDs was communicated:

- (a) Grandfather Rights. Inappropriate grandfather right qualifications awarded to a FSTD are to be withdrawn with immediate effect. Affected devices shall be requalified against SACAA FSTD (A) or (H) as appropriate.
- (b) Training Credits. Inappropriate training credits awarded to devices that conflict with ICAO Document 9625 are withdrawn with immediate effect and Training Credits for FSTDs are to be published in SA-CATS 60 that are aligned to ICAO Document 9625.
- (c) Inappropriate Foreign Qualification. Where a foreign authority has awarded an inappropriate qualification in contravention of ICAO Document 9625, then that authority shall be informed of the situation in order to correct the error.

2. Purpose of this General Notice

This General Notice serves to address skills tests and revalidation checks being conducted on aircraft and FSTDs.

3. Regulations

Regulation 61.08.4 is derived from ICAO Annex 1 for the Skills Test for an ATPL (H) and (A).

2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and powered-lift categories

- 2.6.1.3

- 2.6.1.3(d)
- 2.6.1.3.1.2
- 2.6.1.3.1.2 (f)

2.6.1.3 Skill

2.6.1.3.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:

- a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- b) normal flight procedures and manoeuvres during all phases of flight;
- c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;
- d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
- e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in 2.7.4.1 a) to d), including simulated engine failure.

2.6.1.3.1.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:

- a) recognize and manage threats and errors:

Note.— Guidance material on the application of TEM is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Chapter 1, Attachment C, and in Part II, Chapter 2, of the Human Factors Training Manual (Doc 9683).

- b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
- c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
- e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
- f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.

Skills test for an ATPL(A)

61.07.4 (1) An applicant for the initial issue or revalidation of an ATPL (A) must have demonstrated to a DFE I (A), the ability to perform as PIC of a multi-engine aeroplane, in an actual or simulated multi-crew and IFR scenario, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of an ATPL (A).

(2) The skills test may be performed in an FSTD approved for the purpose and/or in a multi-engine aeroplane with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

(3) During the skills test the examiner may play the role of a co-pilot, or in the case of an FSTD, be an observer where two pilots occupy the pilot seats.

(4) The applicant may operate from either pilot seat in aeroplanes with suitable instrumentation but should perform the duties of the pilot flying. The test aspect (Taxiing procedures) may be omitted if the applicant operates from the right seat in an aeroplane which can only be taxied from the left seat.

(5) The skills test may serve as a skills test for the issue of the licence and an initial type rating for the aeroplane used in the test.

Maintenance of competency for an ATPL (A)

61.07.7 (1) The holder of an ATPL (A) shall undergo a revalidation check within a period of 12 months calculated from—

- (a) the date of reissue; or
- (b) the beginning of the month following the date of—
 - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in subparagraph (i).

(2) The holder of an ATPL (A) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements—

- (a) in the case of a holder of an ATPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to—
 - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (A), and meet the recency requirements to act as PIC; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to—
 - (i) rewrite the Air Law and Procedures examination;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (A), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

(3) The holder of an ATPL (A) who has not flown a minimum of 3 hours as either PIC or PICUS, or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (A), and meet the recency requirements to act as PIC.

Skills test for an ATPL (H)

61.08.4 (1) An applicant for the initial issue or revalidation of an ATPL (H) must have demonstrated to a DFE (H), the ability to perform as PIC of a helicopter, in an actual or simulated multi-crew scenario, the procedures and manoeuvres as prescribed in Document SA-CATS 61, with a degree of competency appropriate to the privileges granted to the holder of an ATPL (H).

(2) The skills test may be performed in an FSTD approved for the purpose and/or in a helicopter suitable for multi-crew simulation and configurable with fully functional dual controls, and all instrumentation required for the test in a serviceable condition.

(3) During the skills test the examiner may play the role of a co-pilot, or in the case of an FSTD, be an observer where two pilots occupy the pilot seats.

Maintenance of competency for an ATPL (H)

61.08.7 (1) The holder of an ATPL (H) shall undergo a revalidation check within a period of 12 months calculated from—

- (a) the date of reissue; or
- (b) the beginning of the month following the date of—
 - (i) expiry of the maintenance of competency if such maintenance of competency is revalidated within 90 days immediately prior to expiry; or
 - (ii) revalidation of such maintenance of competency if revalidated prior to the period referred to in subparagraph (i).

(2) The holder of an ATPL (H) who has not maintained competency by passing a revalidation check or an initial licence skills test in the same category of aircraft within the 24 months following the issue or revalidation of such licence shall comply with the following requirements—

- (a) in the case of a holder of an ATPL where the maintenance of competency has lapsed by not more than 36 months, the licence holder shall be required to—
 - (i) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (H), and meet the recency requirements to act as PIC; and
 - (ii) pass a revalidation check in the same category of aircraft;
- (b) in the case of a holder of an ATPL where the maintenance of competency has lapsed by more than 36 months, the licence holder shall be required to—
 - (i) rewrite the Air Law and Procedures or Air Law examination, as applicable;
 - (ii) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of an ATPL (H), and meet the recency requirements to act as PIC; and
 - (iii) pass an initial licence skills test in the same category of aircraft.

(3) The holder of an ATPL (H) who has not flown a minimum of 3 hours as either PIC or PICUS or 6 hours as co-pilot in the 6 months preceding a revalidation check, shall undergo sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a ATPL (H), and meet the recency requirements to act as PIC.

Skills test for an IR

61.11.4 (1) An applicant for an IR must have passed a skills test with a DFE as prescribed in Document SA-CATS 61.

(2) Where the skills test was successfully completed in a single engine aeroplane or FSTD approved for the purpose, the IR will be endorsed with SEA.

(3) Where the skills test was successfully completed in a multi-engine aeroplane or FSTD approved for the purpose, the IR will be endorsed with the MEA and the SEA.

(4) A multi-engine centerline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this subpart.

(5) Where the skills test was successfully completed in a single engine or multi-engine helicopter or FSTD approved for the purpose, the IR will be endorsed with H.

(6) Where the skills test was successfully completed in a multi-pilot operation, the IR will be restricted with the endorsement MP. The restriction will be removed when the IR holder has successfully completed a revalidation check in a single-pilot operation.

(7) The applicant must undergo the skills test within 36 months of passing the theoretical knowledge examination and within 30 days of the last period of dual instruction towards the IR.

(8) A skills test for the issue of an IR conducted after the first competency check for a PPL or CPL will revalidate the maintenance of competency of the licence as applicable, in the same aircraft category.

Revalidation of an IR

61.11.7 (1) If the period of validity of an IR has not yet lapsed, or has lapsed for a period of 36 months or less, the applicant must pass a revalidation check with a DFE, as prescribed in Document SA-CATS 61.

(2) If the period of validity of the IR has lapsed for more than 36 months the applicant must—

- (a) re-write the IR theoretical knowledge examination;
- (b) undergo sufficient ground and flight training at an approved ATO to reach the standard required for the skills test of an IR; and
- (c) pass the skills test as stipulated in regulation 61.11.4.

(3) Where the IR is endorsed with SEA and MEA, every alternate revalidation of this rating may be carried out in a single engine aeroplane or in an FSTD approved for the purpose.

(4) The revalidation check for an IR revalidates the maintenance of competency of a licence endorsed with an IR for a period of 12 months, provided that the aircraft or FSTD meets the requirements for the maintenance of competency of that licence.

(5) Where a pilot holds an instrument rating in the helicopter and aeroplane categories, the revalidation check shall be carried out in each category at least once in every 24 months.

(6) The pilot proficiency check (PPC) conducted by a South African Part 121 operator may revalidate the IR and the maintenance of competency of a CPL or ATPL, provided that the

check is conducted by a DFE and that the following documentation is submitted to the Director within 30 days of successful completion of the proficiency check—

- (a) a copy of the logbook summary for the 12 months preceding the proficiency check;
- (b) a copy of the PPC report; and
- (c) the applicable application form duly completed and signed by the DFE and the applicant.

(7) The PPC or type rating skills test conducted by a foreign training organisation approved by the appropriate authority of a Contracting State may, upon prior approval by the Director, revalidate the IR and the maintenance of competency of a licence, provided that the check or test is conducted by an appropriately qualified examiner and upon submission of the following documents to the Director:

- (a) a copy of the approval certificate issued to the training organisation by the foreign authority;
- (b) a copy of the authorisation issued by the foreign licensing authority to the foreign examiner;
- (c) a copy of the flight simulator qualification certificate, if applicable.

(8) The IR and maintenance of competency shall be revalidated, provided the applicant has successfully passed a ground evaluation conducted by a DFE and the following documentation is submitted to the Director within 30 days of the ground evaluation—

- (a) appropriate application form duly completed and signed by the DFE and the applicant;
- (b) a copy of the check or test report from the foreign training organisation;
- (c) a copy of the logbook summary for the 12 months preceding the revalidation or proficiency check;
- (d) a copy of the approval referred to in sub-regulation (7).

(9) No requests for acceptance of tests or checks conducted by a foreign examiner will be considered where prior approval was not granted.

(10) The holder of a valid South African CPL or ATPL who is a full-time employee of a foreign operator may apply for the revalidation of his or her IR and maintenance of competency provided that—

- (a) he or she is the holder of a valid CPL, ATPL or validation issued by the appropriate authority of the foreign State;
- (b) the foreign operator is operating under the appropriate authority of a Contracting State;
- (c) the following documents are received by the Director within 30 days of the successful completion of the foreign revalidation or proficiency check—
 - (i) a copy of the valid foreign licence or validation;

- (ii) a copy of a valid Class 1 or Class 2 South African or foreign medical certificate, as applicable;
 - (iii) a written confirmation of full-time employment signed by the foreign operator or the employment agency, as the case may be;
 - (iv) a copy of the revalidation or proficiency check report stamped and signed by the foreign examiner;
 - (v) a copy of the logbook summary for the 12 months preceding the revalidation or proficiency check;
 - (vi) the applicable application form duly completed and signed by the applicant.
- (d) the licence will be endorsed with a restriction indicating that the holder may not exercise the privileges of the licence on a South African registered aircraft. For the restriction to be removed, the licence holder shall have successfully passed the appropriate ground evaluation conducted by a DFE.

4. General condition with respect to aircraft

The skills test and revalidation check may be performed in an FSTD approved for the purpose and/or in a multi-engine aeroplane or helicopter with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

This means that the skills test and revalidation check performed in an aircraft for the issuance or revalidation of an ATPL (A) (which includes an IR) shall be conducted in a multi-crew environment.

5. General condition with respect to FSTDs

The skills test and revalidation check may be performed in an FSTD approved for the purpose and/or in a multi-engine, multi-crew aeroplane or multi-engine, multi-crew helicopter with fully functioning dual controls, and all instrumentation required for the test in a serviceable condition.

This means that the skills test and revalidation check performed in a FSTD for the issuance or revalidation of an ATPL (A) (which in the case of an aeroplane includes an IR) or ATPL (H) shall be conducted in a multi-crew environment.


ICAO Document 9625 tables the allowed training and testing on FSTDs. The FSTD qualification criteria of SACAA FSTD (A) and SACAA FSTD (H) allows for a comparison with Document 9625 and the following two FSTD qualifications are applicable:

- (a) FNPT II
- (b) FNPT II MCC

No grandfather rights are condoned in terms of the decision of the Director as indicated in the following shall be adhered to.

- (a) FNPT II

- (i) ATPL Type rating skills test shall not be performed.
 - (ii) IR skills test for an ATPL shall not be carried out.
 - (iii) IR revalidation check for an ATPL shall not be carried out.
- (b) FNPT II MCC
- (i) ATPL Type rating skills test shall not be performed.
 - (ii) IR skills test for an ATPL (A) and (H) shall be performed in a multi-engine, multi-crew environment.
 - (iii) IR revalidation check for an ATPL (A) and (H) shall be performed in a multi-engine, multi-crew environment.

Issued by the South African Civil Aviation Authority (SACAA)		
	JOHAN NIEMAND	9 March 2020
SENIOR MANAGER PERSONNEL LICENSING	NAME IN BLOCK LETTERS	DATE