



Personnel Licensing

FSS PEL 61-31

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SKILL TEST FOR PRIVATE PILOT LICENCE & RATINGS - HELICOPTER

NOTES:

1. Requirements for the relevant skill tests are contained in the Appendixes of NAMCATS 61.
2. This form must be completed in full as applicable.
3. Each page of the test form must be initiated by the examiner and the student.

PART 1: TO BE COMPLETED BY APPLICANT

APPLICANT DETAILS

Surname(Mr/Mrs/Miss) (Block letters)	First names	DCA reference/ licence no:
Telephone number:	Email:	Cellphone number:

PURPOSE OF SKILL TEST

Initial PPL application	PPL proficiency/revalidation	Validation of foreign PPL	Penalty/special purposes
Single engine	Multi-engine	Turbines	Warbirds
H Sling-load rating	H winching rating	H game/livestock cull rating	Agricultural rating

PART 2: TO BE COMPLETED BY INSTRUCTOR OR DESIGNATED EXAMINER

DETAILS OF EXAMINER OR INSTRUCTOR FOR SKILL TEST

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of Flight Instructor/DE	Instructor Grade	Instructor License no:

We herewith certify that the information on this skill test report is in all respects correct and that the applicant meets the theoretical knowledge and skill requirements prescribed in the NAMCAR 61.

Signature of Examiner	Date:
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DETAILS OF EXAMINER OR INSTRUCTOR CONDUCTING RE-ASSESSMENT (If different from above)

Name of Flight Instructor/DE	Instructor Grade	Instructor License no:
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We herewith certify that the information on this skill test report is in all respects correct and that the applicant meets the theoretical knowledge and skill requirements prescribed in the NAMCAR 61.

Signature of Examiner	Date:
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GENERAL DETAILS OF SKILL TEST

Date of skill test	Duration of skill test	Briefing	Flying	De-briefing
Aircraft Registration	Type of aircraft used (make & model)	Weather conditions		

SKILL TEST RESULT

COMPETENT

NOT YET
COMPETENT

Tolerances: HELICOPTERS

Height - normal forward flight	± 150 ft	Speed take-off/ Approach	5-8 kts
Height - with simulated major emergency	± 150 ft	Speed all other flight regimes	5-8 kts
Height - hovering IGE	± 2 ft	Ground drift - take-off	No sideways or backwards movement
Heading/Tracking of radio aids – normal flight	± 10°	Ground drift – hover (maintaining adequate control)	± 3 ft
Heading/Tracking of radio aids with simulated major emergency	± 15°	Ground drift - landing	No sideways or backwards movement

Note: Allowance for turbulence at the discretion of the Examiner

Instructions to Examiners:

1. The correct use of appropriate checklists must be applied at all times.
2. A high level of RT must be exhibited at all times
3. The candidate must be assessed as competent in the ground evaluation section prior to the practical skills test or competency check being carried out.
4. It is recommended that the ground evaluation be conducted according to the DCA recommended format (available on the DCA website).
5. All flight manoeuvres must be conducted in compliance with the POH and certification of the aircraft used for the skills test or the competency check.
6. If a mandatory aspect is omitted, the Testing Officer (DE or appropriately rated Instructor) must write "NOT ASSESSED" and motivate the decision in the observations sheet.
7. The column (I) tagged with a √ means a mandatory aspect for the initial skills test.
8. The column (R) tagged with a √ means a mandatory aspect for the revalidation check.
9. 4-point scale
When applying the 4-point scale, award the mark that best describes the weakest element(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 DCA 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 DCA 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.

- Should the candidate achieve a 2 in any aspect, he or she must be re-assessed in that ASPECT and the Testing Officer must indicate a new grading (1,3 or 4).
- This form becomes invalid if an aspect graded with a 2 is not re-assessed and re-graded.
- 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.
- Should the candidate achieve a 1 in 5 or more aspects, the entire test or check must be repeated using a new form.
- The Testing Officer must write comments in the observation sheet whenever an aspect is marked as 1.
- In the case of an initial skills test where section 5 (Navigation) was successfully completed, this section may be omitted during a re-assessment.
- During a competency check, in the case of a grading of 2, the Testing Officer may teach in a particular aspect and then immediately re-assess such aspect.
- Should the candidate achieve a 1 in fewer than 5 aspects in an initial skills test, this form must remain in the possession of the ATO until a re-assessment is conducted.
- Should the candidate achieve a 1 in fewer than 5 aspects in a competency check, this form must remain in the possession of the Testing Officer until a re-assessment is conducted.
- Should the candidate achieve a 1 in 5 or more aspects, the Testing Officer must send this form to the DCA licensing section.
- Should any aspect in section 9 (Airmanship) be assessed as "not yet competent" (NYC), the entire test or check must be repeated.

PART 3: TO BE COMPLETED BY INSTRUCTOR OR DESIGNATED EXAMINER

SKILL TEST

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
1			Ground evaluation				
A	√	√	CAR, CATS, AIP and NOTAM	1	2	3	4
B	√	√	ATC procedures	1	2	3	4
C	√		POH of the aircraft used for the skills test for Operating limitations, Operational data (performance) and Mass and balance	1	2	3	4
D	√	√	Interpretation of weather reports and forecasts and minima.	1	2	3	4
E	√		Preparation of navigation	1	2	3	4
F	√	√	Local Operating Procedures	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
2			Pre-flight procedures				
A	√	√	Performance calculations (i.e. mass & balance, etc)				
B	√	√	Pre-flight inspection, cockpit inspection and passenger briefing	1	2	3	4
C	√	√	Engine Start and after Start procedures	1	2	3	4
D	√	√	Hover and aerodrome procedures	1	2	3	4
E	√	√	Pre-take-off checks and crew briefing	1	2	3	4
F	√	√	Communication & navigation equipment checks	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
3			Flight Manoeuvres and Procedures				
A	√	√	Level flight, control of heading, altitude/height and speed	1	2	3	4
B	√	√	Climbing and descending turns to specified headings	1	2	3	4
C	√	√	Level turns with up to 30° bank, 180° to 360° left and right	1	2	3	4
D	√		Basic instrument flying check (180° turn in simulated IMC)	1	2	3	4
E	√	√	Change of airspeed in level flight	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
4			Take-off/Hover Manoeuvres and Advanced Handling				
A	√	√	Take-off and landing (lift off and touchdown)	1	2	3	4
B	√	√	Take-off and after take-off checks	1	2	3	4
C	√	√	Stationary hover with head/cross/tail wind	1	2	3	4
D	√	√	Stationary hover turns, 360° left and right (spot turns)	1	2	3	4
E	√	√	Forward, sideways and backwards hover manoeuvring	1	2	3	4
F	√	√	Take-off & landings (various profiles) including crosswind, downwind take-off (if practicable)	1	2	3	4
G	√	√	Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
H	√	√	Loss of Tail Rotor Effect (LTE)	1	2	3	4
I	√	√	Quick stops into and from a downwind position	1	2	3	4
J	√	√	Sloping ground/unprepared site landings and take-offs	1	2	3	4
K	√	√	Confined area: power checks, reconnaissance technique, approach and departure technique	1	2	3	4
L	√	√	Vortex Ring State: Awareness of causes and avoidance	1	2	3	4
M	√	√	Limited Power take-off and landing	1	2	3	4
N	√	√	Aerodrome R/T procedures and compliance with ATC	1	2	3	4
O	√		Sling load operations, when relevant	1	2	3	4
P	√		Winching operations, when relevant	1	2	3	4
Q	√		Culling Operations, when relevant	1	2	3	4
R	√		Agricultural operations, when relevant	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
5			Navigation and En-Route Procedures				
A	√		Navigation and orientation at various altitudes/heights, map reading	1	2	3	4
B	√		Altitude/height, speed, heading control, observation of airspace, altimeter setting	1	2	3	4
C	√		Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and reestablishment	1	2	3	4
D	√		Correct track, instrument monitoring	1	2	3	4
E	√		Observation of weather conditions, diversion planning	1	2	3	4
F	√		Use of navigation aids (where available)	1	2	3	4
G	√		ATC liaison – compliance, R/T procedures	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
6			Approach and Landing Procedures				
A	√		Aerodrome arrival procedures	1	2	3	4
B	√		ATC liaison - compliance, R/T procedures	1	2	3	4
C	√		Parking, Shutdown and Post-flight procedure	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7			Abnormal and Emergency procedures				
A	√	√	Simulated engine failure from the hover	1	2	3	4
B	√	√	Auto-rotations, (DFE to select two items from basic, range, minimum rate of descent, and manoeuvring turns)	1	2	3	4
C	√	√	Practice forced landing with power recovery	1	2	3	4
			Specify other emergency procedures				
D				1	2	3	4
E				1	2	3	4
F				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
8			Multi-Engine and Type Items				
A	√	√	Pre take-off and pre landing briefing (TDP & LDP)	1	2	3	4
B	√	√	Simulated single engine failure at the hover	1	2	3	4
C	√	√	Rejected take-off at or before Take-off Decision Point (TDP)	1	2	3	4
D	√	√	Fly-away shortly after TDP	1	2	3	4
E	√	√	OEI approach and touch-down	1	2	3	4
F	√	√	Go-around or touch-down following engine failure before Landing Decision Point (LDP)	1	2	3	4
G	√	√	OEI approach and touch-down after LDP	1	2	3	4

