



Personnel Licensing

FSS PEL 61-32

Telephone number:	+264 61 702240/1	Fax Number:	+264 61 702244
Physical address:	No.12 Rudolph Hertzog Street, Windhoek, NAMIBIA		
Postal address:	Private Bag X12003, Ausspanplatz, Windhoek, NAMIBIA	E-mail	Chrissymeroro@dca.com.na

SKILL TEST FOR COMMERCIAL PILOT LICENCE & RATINGS – AEROPLANE

- 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.
 - 4) For CPL with Instrument rating, please use form FSS PEL 61-41 for revalidation of competency.

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 CPL application	CPL proficiency/revalidation	Validation of foreign CPL	Penalty/special purposes
SE piston	ME piston	Turbo prop	Turbojet
Agricultural rating	PIC (P1)	Co-pilot (P2)	

PART 2: TO BE COMPLETED BY DESIGNATED EXAMINER or INSTRUCTOR

DETAILS OF EXAMINER/INSTRUCTOR FOR SKILL TEST

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of DE/Instructor	Instructor Grade	DE's 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 DE/Instructor:	Date:
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DETAILS OF EXAMINER/INSTRUCTOR CONDUCTING RE-ASSESSMENT (If different from above)

Name of DE	Instructor Grade	DE's 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		
Variable Pitch Propeller	Retractable undercarriage	Yes	No	
FSTD Type	FSTD Level	FSTD registration		

SKILL TEST RESULT

COMPETENT

NOT YET
COMPETENT

Tolerances: COMMERCIAL PILOT

Altitude/Height	Speed
All engines operating	Take-off / Vr
With simulated engine failure	Climb and approach
Limited instrument panel	Vat / Vref
Tracking	Cruise
VOR / NDB / GPS	Limited instrument panel
Heading	With simulated engine failure
All engines operating	V _{YSE} / V ₂
With simulated engine failure	
Limited instrument panel	

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, where applicable) 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.
10. 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).
11. This form becomes invalid if an aspect graded with a 2 is not re-assessed and re-graded.
12. 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.
13. Should the candidate achieve a 1 in 5 or more aspects, the entire test or check must be repeated using a new form.
14. The Testing Officer must write comments in the observation sheet whenever an aspect is marked as 1.
15. In the case of an initial skills test where section 9 (Navigation) was successfully completed, this section may be omitted during a re-assessment.
16. During a competency check, in the case of a grading of 2, the Examiner may teach in a particular aspect and then immediately re-assess such aspect.
17. 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.
18. 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.
19. Should the candidate achieve a 1 in 5 or more aspects, the Testing Officer must send this form to the DCA licensing section.
20. Should any aspect in section 10 (Airmanship) be assessed as 1 "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, SUPPLEMENTS, AIC, NOTAMS and Completion of flight plan	1	2	3	4
b	√	√	Runway and taxiway lighting, marking and indicators	1	2	3	4
c	√		Technical knowledge of aircraft (POH, AFM as applicable)	1	2	3	4
d	√	√	Flight Planning & Performance and Mass & balance	1	2	3	4
e	√		Meteorology (interpretation of weather reports, forecasts and charts)	1	2	3	4
f	√	√	Preparation of navigation log and chart	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 Pre-Start, Start and after Start procedures	1	2	3	4
d	√	√	Flight instruments and navigation aids set and checked (as applicable)	1	2	3	4
e	√	√	Taxi and aerodrome procedures (as applicable)	1	2	3	4
f	√	√	Take-off briefing (including departure and abnormal procedures)	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
3			Take-off procedures				
a	√	√	Field- and obstacle limited take-off	1	2	3	4
b	√	√	Cross-wind take-off (to be discussed if no cross-wind condition)	1	2	3	4
c	√	√	Initial climb-out (maintaining VX and VY) and after take-off checks	1	2	3	4
d	√	√	Compliance with ATC clearance or unmanned aerodrome procedures	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
4			Flight Manoeuvres and Procedures				
a	√	√	Steep turn (45° angle of bank) at nominated airspeed	1	2	3	4
b	√	√	Slow flight handling	1	2	3	4
c	√	√	Stall entry and recovery with minimum height loss in clean configuration	1	2	3	4
d	√	√	Stall entry and recovery with minimum height loss in landing configuration	1	2	3	4
e	√	√	Spin avoidance (must comply with a/c certification)	1	2	3	4
f	√		Agricultural operations, when applicable	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
5			Instrument Flying (Only for CPL without IR)				
a	√	√	Climbing, descending and rate 1 turns at nominated airspeeds	1	2	3	4
b	√		Straight and level in various configurations	1	2	3	4
c	√	√	Steep turns (maximum 45° angle of bank) onto a nominated heading	1	2	3	4
d	√	√	Approach to the stall and recovery with minimum height loss	1	2	3	4
e	√	√	Recovery from unusual attitude/s	1	2	3	4
f	√	√	Intercepting / tracking of NDB/VOR tracks and radials	1	2	3	4
g	√	√	Limited panel operations	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
6			Approach and Landing Procedures				
a	√	√	Joining procedures (ATC compliance or unmanned procedures)	1	2	3	4
b	√	√	Circuit procedures and applicable checks	1	2	3	4
c	√	√	Approach to land	1	2	3	4
d	√		Normal landing	1	2	3	4
e	√		Field limited landing	1	2	3	4
f	√		Flapless approach and landing	1	2	3	4
g	√	√	Cross wind landing (to be discussed if no cross-wind condition)	1	2	3	4
h	√	√	Go-around procedure from flaps fully extended (Balked landing)	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7			Abnormal/Emergency procedures				
a	√	√	Fire / smoke in the cockpit (in-flight)	1	2	3	4
b	√	√	Fuel system	1	2	3	4
c	√	√	Electrical system	1	2	3	4
d	√	√	Flight controls and trim systems	1	2	3	4
e	√	√	Flap system	1	2	3	4
f	√	√	Retractable undercarriage system	1	2	3	4
g	√	√	Propeller constant speed unit	1	2	3	4
			Specify other emergency procedures				
h				1	2	3	4
i				1	2	3	4
j				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
8A			Single-Engine Aeroplane				
Complete a minimum of 2 subjects/sequences.							
a			Simulated engine failure during the initial climb out	1	2	3	4
b	√	√	Simulated forced landing	1	2	3	4
c			Simulated precautionary landing	1	2	3	4
			Specify others				
				1	2	3	4
				1	2	3	4
				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
8B			Multi-Engine Aeroplane				
Complete a minimum of 2 subjects/sequences.							
a	√	√	Simulated engine failure / fire	1	2	3	4
b			Simulated one engine inoperative approach and landing	1	2	3	4

