



**Personnel Licensing**

**FSS PEL 61-35**

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**SKILL TEST FOR AIRLINE TRANSPORT PILOT LICENCE & TYPE 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 revalidation of ATPL, please use form FSS PEL 61-41.
- 5) The skills test must be conducted:
  - a) in a multi-engine, multi-crew aeroplane and/or an approved multi-engine, multi-crew FSTD;
  - b) Except for take-off, final approach and landing the entire skills test must be conducted with sole reference to flight instruments; and
  - c) Successful completion of the skills test and submission of this form also revalidate an instrument rating obtained at CPL level.

**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 ATPL application	Validation of foreign ATPL	Penalty/special purposes	PIC (P1)	Co-pilot (P2)
SE piston	ME piston	Turbo prop	Turbojet	

**PART 2: TO BE COMPLETED BY DESIGNATED EXAMINER/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/Instructor'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	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 DE/Instructor	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		
Name of other crew:	Licence number:			

SKILL TEST RESULT

COMPETENT

NOT YET  
COMPETENT

**Tolerances: AIRLINE TRANSPORT PILOT**

Altitude/Height	Heading
All engines operating	All engines operating
With simulated engine failure	With simulated engine failure
Limited instrument panel	Limited instrument panel
Starting go-around at DA/H	<b>Speed</b>
MDA/H	Take-off / Vr
Circling minima	Climb and approach
<b>Tracking</b>	Vat / Vref
All except precision approach	Cruise
Precision approach LLZ	Limited instrument panel
Precision approach GS	With simulated engine failure
DME arc	VYSE / V2

**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 skills test

8. 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.

9. 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).

10. This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.

11. If a **1** is achieved, the aspect and test is failed. Should the candidate achieve a **1** in fewer than **5** aspects, he or she must be retrained with his/her instructor in line with Regulation 61.01.5 (9)(a)(b) and (c) and must be re-assessed in those aspects using the same form.

12. Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.

13. The Testing Officer must write comments in the observation sheet whenever an aspect is marked as **1**.

14. 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.

15. 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.

16. 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.

17. Should the candidate achieve a **1** in **5** or more aspects, the Testing Officer must send this form to the DCA licensing section.

18. Should any aspect in section 8 (Airmanship) be assessed as **1** "not yet competent" (NYC), the entire test or check must be repeated.

19. Typical areas of unsatisfactory performance and grounds for assigning a **1** are:

- Any action or lack of action by the applicant that requires corrective intervention by the DFE to maintain safe flight.
- Consistently exceeding the tolerances suggested below.
- Failure to take prompt corrective action when tolerances are exceeded.
- Doubt regarding the successful outcome of an aspect.

**PART 3: TO BE COMPLETED BY DESIGNATED EXAMINER**  
**SKILL TEST**

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>1</b>		<b>Ground evaluation</b>				
a	√	CAR/CATS, AIP, SUPPLEMENTS, AIC, NOTAMS and Completion of ATS 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 Charts (SID, STAR, APP and en-route)	1	2	3	4
e	√	Meteorology (interpretation of weather reports, forecasts and charts) and/or all weather ops.	1	2	3	4
f	√	En-route navigation preparation and preparation of IFR navigation log	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>2</b>		<b>Pre-flight procedures</b>				
a	√	Pre-flight inspection, cockpit/flight deck preparation, take-off data, passenger briefing, etc.	1	2	3	4
b	√	Pre-start, start and after start procedures	1	2	3	4
c	√	ONH set, flight instruments and navigation aids set and checked	1	2	3	4

d	√	Taxi and aerodrome procedures (as applicable)	1	2	3	4
e	√	Take-off briefing (including departure clearance, abnormal procedures and threat & error management)	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>3</b>		<b>Take-off procedures</b>				
a	√	Field- and obstacle limited take-off	1	2	3	4
b	√	Take-off technique (T/O roll, speeds, rotation, transition to instruments)	1	2	3	4
c	√	Initial climb-out (maintaining VX and VY) and after take-off checks, after take-off checks and en-route climb including altimeter setting procedures (if applicable)				
d	√	Climb profile	1	2	3	4
e	√	Compliance with ATC clearance or unmanned aerodrome procedures (SID, intercepting and maintaining tracks, etc.)	1	2	3	4
f	√	Low visibility take-off	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>4</b>		<b>Flight Manoeuvres and Procedures</b>				
3 of the following items/sequences must be tested.						
a		Steep turn (45° angle of bank) at nominated airspeed, where applicable	1	2	3	4
b		Slow flight handling (given configuration and speed)	1	2	3	4
c		Stall entry and recovery in clean configuration	1	2	3	4
d		Stall entry and recovery with minimum height loss in landing configuration & ground contact a factor	1	2	3	4
e		Operation with limited flight instruments (if applicable)	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>5</b>		<b>Descent and arrival procedures</b>				
A	√	Setting and identification/checking of navigational aids, altimeter setting procedures, etc.	1	2	3	4
B	√	Approach preparation (briefing, checks and procedures)	1	2	3	4
C	√	Descent profile	1	2	3	4
D	√	Holding and arrival procedures (STAR, DME Arc, radar vectors, EAT, etc.)	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>6</b>		<b>Approach and Landing Procedures</b>				
Must include at least:						
<ul style="list-style-type: none"> <li>• One precision and one non-precision approach (Manual with Flight Director)</li> <li>• One procedural approach</li> <li>• One go-around and missed approach procedure</li> <li>• One circling approach or a discussion thereof</li> </ul>						
<b>ILS</b>						
a	√	Compliance with published approach procedure	1	2	3	4
b	√	Stabilised approach	1	2	3	4
c	√	Compliance with DA (DH)	1	2	3	4
d		Go-around and missed approach procedure	1	2	3	4
e		Transition to visual flight and landing	1	2	3	4
f		CAT II	1	2	3	4
g		CAT III	1	2	3	4
<b>LLZ</b>						
		<b>VOR/DME</b>			<b>GPS</b>	<b>RNAV/ GNSS</b>
h	√	Compliance with published approach procedure	1	2	3	4
i	√	Stabilised approach	1	2	3	4
j	√	Compliance with applicable minima	1	2	3	4
k		Go-around and missed approach procedure	1	2	3	4
l		Transition to visual flight and landing	1	2	3	4
<b>CIRCLING APPROACH</b>						
m	√	Transition to the circling approach and flying the manoeuvre	1	2	3	4
n		Go-around and missed approach procedure (discuss if not executed)	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>7</b>		<b>Abnormal / Emergency procedures</b>				
Must include at least 5 subjects/sequences, including the aspects marked as mandatory.						
<ul style="list-style-type: none"> <li>• Any aspect not carried out in an FSTD must be simulated with due regard for the operating limitations in the aeroplane's POH/AFM, aerodrome elevation and ambient conditions.</li> <li>• Some multi-engine aeroplanes cannot climb or maintain altitude with one engine inoperative. DFEs must exercise their discretion and they have the right to waive or modify any aspect in the interest of safety</li> <li>• For 4 engine aeroplanes a 2 engine out emergency is mandatory</li> <li>•</li> </ul>						
a		Engine start malfunction	1	2	3	4
b		Rejected take-off (RTO)	1	2	3	4
c		Low visibility RTO	1	2	3	4
d	√	Engine failure on take-off ( <i>choose according to aeroplane certification</i> )				
		a. Between V1 and V2 (only in an FSTD)	1	2	3	4



