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**SKILL TEST FOR AIRLINE TRANSPORT 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.
4. For revalidation of ATPL, please use this form.
  - 1) The skills test must be conducted:
    - a) In a multi-crew helicopter;
    - b) with sole reference to flight instruments, except for take-off, final approach and landing; 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	Turbines	Warbirds	
H Sling-load rating	H winching rating	H game/livestock cull rating	Agricultural rating	

**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:

I 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 OR INSTRUCTOR CONDUCTING RE-ASSESSMENT (If different from above)**

Name of DE/Instructor	Instructor Grade	DE/Instructor's License no:
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I 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		
FSTD Type	FSTD Level	FSTD registration		
Name of other crew:	Licence number:			

SKILL TEST RESULT

COMPETENT

NOT YET  
COMPETENT

**Tolerances: HELICOPTERS**

Height - normal forward flight	± 50 ft	Speed take-off/ Approach	± 5 kts
Height - with simulated major emergency	± 75 ft	Speed all other flight regimes	± 10 kts
Height - hovering IGE	± 2 ft	Ground drift - take-off	No sideways or backwards movement
<b>Tracking</b>		Ground drift – hover (maintaining adequate control)	± 3 ft
All except precision approach	± 5°	Ground drift - landing	No sideways or backwards movement
Precision approach LLZ	½ scale deflection	Heading – normal flight	± 10°
Precision approach GS	½ scale deflection	Heading with simulated major emergency	± 15°
DME arc	1 nm	Limited instrument panel	± 15°

**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. In the case of an initial skills test where section 7 (Navigation) was successfully completed, this section may be omitted during a re-assessment.
15. 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.
16. 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.
17. 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.
18. Should the candidate achieve a **1** in **5** or more aspects, the Testing Officer must send this form to the DCA licensing section.
19. Should any aspect in section 10 (Airmanship) be assessed as **1** "not yet competent" (NYC), the entire test or check must be repeated.
20. Typical areas of unsatisfactory performance and grounds for assigning a **1** are:
  - a. Any action or lack of action by the applicant that requires corrective intervention by the DFE to maintain safe flight.
  - b. Consistently exceeding the tolerances suggested below.
  - c. Failure to take prompt corrective action when tolerances are exceeded.
  - d. Doubt regarding the successful outcome of an aspect.

**PART 3: TO BE COMPLETED BY INSTRUCTOR OR DESIGNATED EXAMINER**

**SKILL TEST**

	<b>I</b>	<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>1</b>		<b>Ground evaluation</b>				
A	√	CAR/CATS, AIP, SUPPLEMENTS, AICs, 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 Mass & balance	1	2	3	4
E	√	Interpretation of weather reports, forecasts and charts	1	2	3	4
F	√	Preparation of navigation log and chart	1	2	3	4

	<b>I</b>	<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>2</b>		<b>Pre-flight procedures</b>				
A	√	Pre-flight inspection, cockpit preparation, passenger briefing, etc.				
B	√	Pre-start, start and after start procedures	1	2	3	4
C	√	QNH set, flight instruments and navigation aids set and checked (as applicable)	1	2	3	4
D	√	Taxi, hover taxi and aerodrome procedures / awareness	1	2	3	4

E	√	Take-off briefing (including departure and abnormal procedures)	1	2	3	4
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I		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>3</b>		<b>Take-off, Hover Manoeuvres and Advanced Handling</b>				
A	√	Take-off and landing (lift off and touchdown)	1	2	3	4
B	√	Stationary hover with head/cross/tail wind	1	2	3	4
C	√	Stationary hover turns, 360° left and right (spot turns)	1	2	3	4
D	√	Forward, sideways and backwards hover manoeuvring	1	2	3	4
E	√	Crosswind, downwind take-off (if practicable)	1	2	3	4
F	√	Quick stops into and from a downwind position	1	2	3	4
G	√	Sloping ground/unprepared site landings and take-offs	1	2	3	4
H	√	Take-off at maximum take-off mass (actual or simulated)	1	2	3	4
I	√	Loss of Tail Rotor Effect (LTE)	1	2	3	4
J	√	Limited Power take-off and landing	1	2	3	4
K	√	Confined area: power checks, reconnaissance technique, approach and departure technique	1	2	3	4
L	√	Steep turn (30 ° bank angle)	1	2	3	4
M	√	Aerodrome R/T procedures and compliance with ATC	1	2	3	4
N	√	Sling load operations, when relevant	1	2	3	4
O	√	Winching operations, when relevant	1	2	3	4
P	√	Culling Operations, when relevant	1	2	3	4
Q	√	Agricultural operations, when relevant	1	2	3	4

I		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>4</b>		<b>Flight Procedures and Manoeuvres by Sole Reference to Instruments</b>				
A	√	Level flight, control of heading, altitude/height and speed	1	2	3	4
B	√	Rate 1 level turns onto specified headings, 180° to 360° left and right	1	2	3	4
C	√	Climbing and descending, including turns at rate 1 onto specified headings	1	2	3	4
D	√	Recovery from unusual attitudes	1	2	3	4
E	√	Turns with 30° bank, turning up to 90° left and right	1	2	3	4

I		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>5</b>		<b>Descend &amp; Arrival Procedures</b>				
A	√	Aerodrome arrival procedures, altimeter setting, lookout	1	2	3	4
B	√	Approach preparation (various profiles)	1	2	3	4
C	√	ATC liaison - compliance, R/T procedures	1	2	3	4
D	√	Arrival procedures	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>Navigation and En-Route Procedures</b>				
A	√	Navigation and orientation at various altitudes/heights.	1	2	3	4
B	√	Flight plan, dead reckoning and map reading.	1	2	3	4

C	√	Control of altitude/height, speed and heading. Observation of airspace and altimeter setting.	1	2	3	4
D	√	Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error and re-establishment.	1	2	3	4
E	√	Observation of weather conditions, diversion planning.	1	2	3	4
F	√	Tracking, positioning (NDB / VOR / GPS), identification of facilities.	1	2	3	4
G	√	Flight management (checks, fuel systems, engine icing etc.)	1	2	3	4
H		ATC liaison – compliance, R/T procedures.	1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>8</b>	√	<b>Abnormal and Emergency procedures</b>				
		1. The DFE shall simulate failures where appropriate				
		2. The DFE shall select 4 items from the following:				
A		Engine malfunctions, including governor failure, carburettor/engine icing, oil system, as appropriate	1	2	3	4
B		Fuel system malfunction	1	2	3	4
C		Hydraulic system malfunction, including approach and landing, as applicable	1	2	3	4
D		Electrical system malfunction	1	2	3	4
E		Anti-torque system failure and/or malfunction	1	2	3	4
F		Fire drills, including smoke control and removal, as applicable	1	2	3	4
G		Loss of tail rotor effectiveness (LTE)	1	2	3	4
H		Vortex Ring State: Awareness of causes and avoidance	1	2	3	4
I		Simulated engine failure from the hover	1	2	3	4
J		Autorotation	1	2	3	4
		<b>Specify other emergency procedures</b>				
K			1	2	3	4
L			1	2	3	4
M			1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>9</b>		<b>Multi-Engine, Class and Type Items</b>				
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
		<b>Specify others</b>				
H			1	2	3	4
I			1	2	3	4
J			1	2	3	4

	I	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
<b>10</b>		<b>Airmanship</b>				
A	√	Situational awareness	1	2	3	4
B	√	Aeronautical decision making (threat and error management)	1	2	3	4
C	√	Safety consciousness (Lookout, safety checks etc.)	1	2	3	4
D	√	Flying accuracy and smoothness	1	2	3	4
E	√	RT procedures and proficiency, ATC liaison / compliance	1	2	3	4
F	√	Compliance with regulations	1	2	3	4
G	√	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

Sequence	GENERAL OBSERVATION DURING SKILL TEST

