



Personnel Licensing

FSS PEL 61-41

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SKILL TEST FOR INSTRUMENT RATING

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) This form must be used for the revalidation of any licence with an instrument rating.

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 IF (SE)	IF Revalidation (SE)	PPL revalidation	CPL revalidation	ATPL revalidation
Initial IF (ME)	IF Revalidation (ME)	Foreign IF validation	Penalty/special purposes	

PART 2: TO BE COMPLETED BY DESIGNATED EXAMINER

DETAILS OF EXAMINER FOR SKILL TEST

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of DE	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 Examiner	Date:
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DETAILS OF EXAMINER 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	Route:
FSTD Type	FSTD Level	FSTD registration		

SKILL TEST RESULT

COMPETENT

NOT YET
COMPETENT

Tolerances: INSTRUMENT RATING

Altitude/Height		Heading	
All engines operating	± 100 ft	All engines operating	± 5°
With simulated engine failure	± 100 ft	With simulated engine failure	± 10°
Limited instrument panel	± 200 ft	Limited instrument panel	± 15°
Starting go-around at DA/H	+ 50 ft / - 0 ft	Speed	
MDA/H	+ 50 ft / - 0 ft	Take-off / Vr	+ 5 kt / - 0 kt
Circling minima	+ 100 ft / - 0 ft	Climb and approach	± 10 kt
Tracking		Vat / Vref	+ 5 kt / - 0 kt
All except precision approach	± 5°	Cruise	± 10 kt
Precision approach LLZ	½ scale deflection	Limited instrument panel	± 10 kt
Precision approach GS	½ scale deflection	With simulated engine failure	+ 10 kt / - 5 kt
DME arc	1 nm	VYSE / V2	± 5 kt

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. The applicant is required to provide an appropriate and airworthy aircraft for use during the skills test.
6. 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.
7. The columns (I) & (R) refer to initial skills test and revalidation check respectively.
8. Mandatory aspects are tagged with √ (aeroplane and helicopter) or → (aeroplane only). Mandatory aspects may be waived if deemed unsafe.
9. If a mandatory aspect is omitted, the Examiner must write "NOT ASSESSED" and motivate the decision in the observations sheet.
10. 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 Examiner 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.
- 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.
- Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.
- The Examiner must write comments in the observation sheet whenever an aspect is marked as **1**.
- 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.
- 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 Examiner until a re-assessment is conducted.
- Should the candidate achieve a **1** in **5** or more aspects, the Examiner 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.
- 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	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
1			Ground evaluation				
a	√	√	CAR/CATS, AIP, SUPPLEMENTS, AIC, NOTAMS and Completion of ATS flight plan	1	2	3	4
b	√	√	Technical knowledge of aircraft (POH, AFM as applicable)	1	2	3	4
C	√	√	Flight Planning & Aircraft Performance and Charts (SID, STAR, APP and en-route)	1	2	3	4
d	√	√	Meteorology (interpretation of weather reports, forecasts and charts) and/or all weather ops.	1	2	3	4
e	√		En-route navigation preparation and preparation of IFR navigation log	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
2			Pre-flight procedures				
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	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
3			Departure procedures				
a	√	√	Take-off procedures and technique (T/O roll, speeds, rotation, transition to instruments)	1	2	3	4
b	√	√	Adherence to instrument departure procedures including altimeter setting procedures (as applicable)	1	2	3	4
c	→	→	Climb profile	1	2	3	4
d	√	√	Low visibility take-off	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
4			Flight Manoeuvres and Procedures				
Three (3) of the following items/sequences must be tested during each test and all items/sequences in 4 must be covered over a three (3) year period.							
a			Steep turns (45° bank angle for aeroplane and 30° bank angle for helicopter) at nominated airspeed, where applicable	1	2	3	4
b			Slow flight handling (given configuration and speed)	1	2	3	4
c			Stall or approach to stall and recovery (clean configuration)	1	2	3	4
d			Stall or approach to stall and recovery (landing configuration & ground contact a factor)	1	2	3	4
e			Recovery from unusual attitudes	1	2	3	4
f			Operation with limited flight instruments (if applicable)	1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
5			Descent and arrival procedures				
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	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
6			Approach and Landing Procedures				
For initial skill test include at least:							
<ul style="list-style-type: none"> One precision approach one non-precision procedural approach One go-around and missed approach procedure One circling approach or a discussion thereof 				For revalidation skill test, include at least:			
				<ul style="list-style-type: none"> One procedural approach One go-around and missed approach procedure. 			

ILS							
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

LLZ							
			VOR/DME		VOR		GPS
							RNAV/ GNSS
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

CIRCLING APPROACH							
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	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7A	√	√	Multi-engine aircraft (Complete at least 2 subjects/sequences)				
A			Simulated engine failure / fire	1	2	3	4
b			Simulated one engine inoperative approach	1	2	3	4
c			Simulated one engine inoperative landing	1	2	3	4
d			Confined area landing (helicopter only)	1	2	3	4
Specify other							
e				1	2	3	4
f				1	2	3	4
g				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7B	√	√	Single-engine aeroplane (complete at least 2 subjects/sequences visually)				
a			Simulated engine failure after take-off	1	2	3	4
b			Simulated forced landing	1	2	3	4

c			Simulated precautionary landing	1	2	3	4
Specify other							
d				1	2	3	4
e				1	2	3	4
f				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
7C			Single-engine helicopter (complete at least 2 subjects/sequences visually)				
a	√	√	Autorotation	1	2	3	4
b	√	√	Confined area landing	1	2	3	4
Specify other							
c				1	2	3	4
d				1	2	3	4
e				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
8	√	√	Abnormal / Emergency procedures				
Must simulate at least 3 subjects/sequences.							
a			Communication failure	1	2	3	4
b			Navigation facility failure	1	2	3	4
c			Cockpit smoke/fire (ground/flight)	1	2	3	4
d			Low visibility RTO (aeroplane only)				
Specify other emergency procedures							
w				1	2	3	4
x				1	2	3	4
y				1	2	3	4

	I	R	SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
9			Airmanship				
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						

