



**Personnel Licensing**

**FSS PEL 61-42**

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**SKILL TEST FOR INSTRUCTOR RATING – 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.

**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 application:	Gr I	Gr II	Gr III	Revalidation:	Gr I	Gr II	Gr III	Penalty/ special purposes	Validation of foreign IR
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**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	Multi-engine	Yes No	
Aerodrome	Main briefing subject	Main air exercise		

SKILL TEST RESULT

COMPETENT

NOT YET  
COMPETENT

**Tolerances: INSTRUCTOR RATING Aeroplane**

Normal flight		Instrument flight – limited panel	
Altitude / height	± 100 ft	Altitude / height	± 100 ft
Direction	± 10°	Direction	± 10°
Speed	± 5 kt	Speed	± 10 kt
Instrument flight – full panel		Asymmetric flight	
Altitude / height	± 50 ft	Altitude / height	± 100 ft
Direction	± 5°	Direction	± 5°
Speed	± 5 kt	Speed	± 10 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. 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. Aspects tagged with √ are mandatory for the initial skills test and the revalidation check unless otherwise instructed.
7. If a mandatory aspect is omitted, the Examiner must write "NOT ASSESSED" and motivate the decision in the observations sheet.
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.

- 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.
- 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 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 15 (Airmanship) be assessed as "not yet competent" (NYC), the entire test or check must be repeated.

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

**SKILL TEST**

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>1</b>		<b>Ground evaluation (Do not use for Grade I upgrade – use FSS PEL 61-55)</b>				
		<b>Main briefing</b>				
a	√	Knowledge of the subject	1	2	3	4
b	√	Lesson plan preparation and adherence ( <i>introduction, development and conclusion</i> )	1	2	3	4
c	√	Teaching ability (method of conveying knowledge, effective communication)	1	2	3	4
d	√	Student involvement and knowledge evaluation	1	2	3	4
e	√	Effective use of media and instructional aids	1	2	3	4
		<b>Knowledge and practical application of:</b>	1	2	3	4
f	√	Civil Aviation Regulations	1	2	3	4
g	√	Principles of Flight	1	2	3	4
h	√	Aeroplane used for the test	1	2	3	4
i	√	Theory of instruction / instructor responsibilities and professionalism / risk management	1	2	3	4
j	√	Air exercise briefing	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>2</b>		<b>Pre-flight procedures</b>				
a	√	Pre-flight inspection	1	2	3	4
b	√	Procedures before, during and after start	1	2	3	4
c	√	Ground handling (speed, power, use of brakes)	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>3</b>		<b>Take-off</b>				
a	√	Pre-take-off checks and procedures	1	2	3	4
b	√	Take-off (assess at least one and discuss the others)	1	2	3	4
		Normal take-off	1	2	3	4
		Field- and obstacle limited take-off	1	2	3	4
		Cross wind take-off	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>4</b>		<b>Flight Manoeuvres</b>				
a	√	Climb	1	2	3	4
b	√	Straight and level flight	1	2	3	4
c	√	Effects of controls (primary, further, adverse, power, etc.)	1	2	3	4
d	√	Spiral Dive entry and recovery	1	2	3	4
e	√	Steep turn (45° angle of bank)	1	2	3	4
f	√	Descent	1	2	3	4
		<b>Specify other</b>				
g			1	2	3	4
h			1	2	3	4
i			1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>5</b>		<b>Slow flight &amp; Stalling</b>				
a	√	Manoeuvring during slow flight	1	2	3	4
b	√	Entering the stall	1	2	3	4
c	√	Recovery from the stall	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>6</b>		<b>Spin avoidance</b>				
a	√	Entry to an incipient spin	1	2	3	4
b	√	Recovery from an incipient spin	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>7</b>		<b>Simulated forced landing</b>				
a	√	Setting of scenario	1	2	3	4
b	√	Action after engine failure	1	2	3	4
c	√	Planning and execution of descent and recovery procedure	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>8</b>		<b>Low flying &amp; precautionary landing</b>				
a	√	Setting of scenario (eg. time, weather, fuel, aircraft status etc.)	1	2	3	4
b	√	Technique and precautionary configuration (as per POH)	1	2	3	4
c	√	Awareness of obstacles, terrain features and optical illusions	1	2	3	4
d	√	Inspection flight path (height, direction, timing, etc.)	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>9</b>		<b>Navigation (Mandatory for Initial Grade III tests)</b>				
a	√	Planning and preparation	1	2	3	4
b	√	Departure procedures	1	2	3	4
c	√	Basic navigation, map reading and fixing position	1	2	3	4
d	√	Maintenance of the flight log	1	2	3	4
e	√	Diversion procedures (may be assessed on the ground)	1	2	3	4
f	√	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>10</b>		<b>Circuits &amp; Landings</b>				
a	√	Joining procedures, Circuit procedures and checks	1	2	3	4
b	√	Approach and landing (assess at least two and discuss the others)	1	2	3	4
c		Normal	1	2	3	4
d		Field and obstacle limited approach	1	2	3	4
e		Flapless approach	1	2	3	4
f		Cross-wind approach	1	2	3	4
g		Glide approach	1	2	3	4
h	√	Go-around from full flaps and gear down configuration	1	2	3	4
i	√	After landing procedures and after flight procedures	1	2	3	4

		<b>SKILL TEST SUBJECT/SEQUENCE</b>	<b>GRADING SCALE</b>			
<b>11</b>		<b>Simulated Emergencies (Knowledge, actions and talk-through in the event of)</b>				
a	√	Engine fire (on the ground or in the air)	1	2	3	4
b	√	Cockpit fire/smoke (on the ground or in the air)	1	2	3	4
c	√	Engine failure during initial climb out	1	2	3	4
		<b>Specify other emergencies</b>				
d			1	2	3	4
e			1	2	3	4
f			1	2	3	4



