



Personnel Licensing

FSS PEL 61-43

| | | | |
|-------------------|---|-------------|--------------------------|
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SKILL TEST FOR INSTRUCTOR RATING – 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.

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 |
|----------------------|------|-------|--------|---------------|------|-------|--------|---------------------------|--------------------------|

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: |
|-----------------------|-------|

DETAILS OF EXAMINER CONDUCTING RE-ASSESSMENT (if different from above)

| | | |
|------------|------------------|------------------|
| 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: |
|-----------------------|-------|

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 | | |
| Aerodrome | Main briefing subject | Main air exercise | | |

SKILL TEST RESULT

COMPETENT

NOT YET
COMPETENT

Tolerances: INSTRUCTOR Helicopter

| | | | |
|---|----------|---|-----------------------------------|
| Height - normal forward flight | ± 100 ft | Speed take-off/ Approach | ± 5 kts |
| Height - with simulated major emergency | ± 150 ft | Speed all other flight regimes | ± 10 kts |
| Height - hovering IGE | ± 2 ft | Ground drift - take-off | No sideways or backwards movement |
| Heading/Tracking of radio aids – normal flight | ± 10° | Ground drift – hover (maintaining adequate control) | ± 3 ft |
| Heading/Tracking of radio aids with simulated major emergency | ± 15° | Ground drift - landing | No sideways or backwards movement |

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

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|---|----------------------|---|---|---|
| 1 | | Ground evaluation (Do not use for Grade I upgrade – use FSS PEL 61-55) | | | | |
| | | Main briefing | | | | |
| 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 |
| | | Knowledge and practical application of: | 1 | 2 | 3 | 4 |
| f | √ | Civil Aviation Regulations | 1 | 2 | 3 | 4 |
| g | √ | Principles of Flight | 1 | 2 | 3 | 4 |
| h | √ | Helicopter 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 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|---|----------------------|---|---|---|
| 2 | | Pre-flight procedures | | | | |
| a | √ | Pre-flight inspection | 1 | 2 | 3 | 4 |
| b | √ | Procedures before, during and after start | 1 | 2 | 3 | 4 |
| c | √ | Hover taxi, aerodrome procedure and runway crossing clearance awareness | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|--|----------------------|---|---|---|
| 3 | | Take-off & Advanced Manoeuvres | | | | |
| a | √ | Take-offs (various profiles) | 1 | 2 | 3 | 4 |
| b | √ | Take-off and landing, (lift off and touchdown) | 1 | 2 | 3 | 4 |
| c | √ | Stationary hover with head/cross/tail wind | 1 | 2 | 3 | 4 |
| d | √ | Stationary hover turns, 360° left and right (spot turns) | 1 | 2 | 3 | 4 |
| e | √ | Forward, sideways and backwards hover manoeuvring | 1 | 2 | 3 | 4 |

| | | | | | | |
|---|---|------------------------------|---|---|---|---|
| f | √ | Crosswind, downwind take-off | 1 | 2 | 3 | 4 |
|---|---|------------------------------|---|---|---|---|

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|--|---------------|---|---|---|
| 4 | | Demonstrate Flight Manoeuvres | | | | |
| a | √ | A primary effect of controls | 1 | 2 | 3 | 4 |
| b | √ | Secondary effect of controls | 1 | 2 | 3 | 4 |
| c | √ | Straight and level flight | 1 | 2 | 3 | 4 |
| d | √ | Medium turns | 1 | 2 | 3 | 4 |
| e | √ | Climbing & Descending (various configurations) | 1 | 2 | 3 | 4 |
| f | √ | Recovery from a spiral dive | 1 | 2 | 3 | 4 |
| g | √ | Steep turns | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|---|---------------|---|---|---|
| 5 | | Determination of Vne for a given Configuration | | | | |
| a | √ | Method of determining VNE | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|--|---------------|---|---|---|
| 6 | | Simulated forced landing | | | | |
| a | √ | Action after engine failure | 1 | 2 | 3 | 4 |
| b | √ | Choice of field | 1 | 2 | 3 | 4 |
| c | √ | Planning and execution of descent and recovery procedure | 1 | 2 | 3 | 4 |
| d | | Control of speed, Rotor RPM and Rate of Descent | 1 | 2 | 3 | 4 |
| e | | Success | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|--|---------------|---|---|---|
| 7 | | Low flying | | | | |
| a | √ | Control of height, direction, speed and attitude | 1 | 2 | 3 | 4 |
| b | √ | Effect of wind | 1 | 2 | 3 | 4 |
| c | √ | Effect of inertia and speed | 1 | 2 | 3 | 4 |
| d | √ | Crossing of obstructions (i.e. power lines, line features, etc.) | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|---|---------------|---|---|---|
| 8 | | Confined area landing procedures | | | | |
| a | √ | Inspection procedure and technique | 1 | 2 | 3 | 4 |
| b | √ | Control of height, direction, speed, attitude and Rate of Descent | 1 | 2 | 3 | 4 |
| c | √ | Power and control authority assessment | 1 | 2 | 3 | 4 |
| d | √ | Control of approach | 1 | 2 | 3 | 4 |
| e | √ | Maneuvering in area and landing | 1 | 2 | 3 | 4 |
| f | √ | Control of departure | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|----------|---|--|---------------|---|---|---|
| 9 | | Approach & Landing Procedures | | | | |
| a | √ | Aerodrome arrival procedures, altimeter setting, lookout | 1 | 2 | 3 | 4 |
| b | √ | Approaches (various profiles) | 1 | 2 | 3 | 4 |
| c | √ | Limited power landing | 1 | 2 | 3 | 4 |
| d | √ | Sloping ground/unprepared sites landings | 1 | 2 | 3 | 4 |
| e | √ | ATC liaison - compliance, R/T procedures | 1 | 2 | 3 | 4 |
| f | √ | After landing procedures and after flight procedures | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|--|---------------|---|---|---|
| 10 | | Simulated Emergencies (Knowledge, actions and talk-through in the event of) | | | | |
| | | 1. Where the test is conducted on a multi-engine helicopter a simulated engine failure drill, including a single engine approach and landing shall be included in the test.(Section 8) | | | | |
| | | 2. The DFE shall simulate failures where appropriate. | | | | |
| | | 3. The DFE shall complete all mandatory items and select 2 non-mandatory items. | | | | |
| 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 without hydraulics, as applicable | 1 | 2 | 3 | 4 |
| d | | Electrical system malfunction | 1 | 2 | 3 | 4 |
| e | | Fire drills, including smoke control and removal, as applicable | 1 | 2 | 3 | 4 |
| f | | Autorotations (DFE to select two items from - Basic, range, low speed, and 360° turns) | 1 | 2 | 3 | 4 |
| g | | Anti-torque system failure and/or malfunction | 1 | 2 | 3 | 4 |
| h | | Other abnormal and Emergency procedures as outlined in appropriate flight manual | 1 | 2 | 3 | 4 |
| | | Specify other emergencies | | | | |
| i | | | 1 | 2 | 3 | 4 |
| j | | | 1 | 2 | 3 | 4 |
| k | | | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|---|----------------------|---|---|---|
| 11 | | Multi-engine & Type items | | | | |
| 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 |
| h | √ | ATC liaison - compliance, R/T procedures, Airmanship | 1 | 2 | 3 | 4 |
| i | √ | Simulated engine failure securing drill and engine fire emergency procedures and securing drill | 1 | 2 | 3 | 4 |
| | | Specify others | | | | |
| i | | | 1 | 2 | 3 | 4 |
| j | | | 1 | 2 | 3 | 4 |
| k | | | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|---|----------------------|---|---|---|
| 12 | | Basic Instrument Flying (Patter and instructional technique for) | | | | |
| a | √ | Basic instrument flying | 1 | 2 | 3 | 4 |
| b | √ | Steep turns | 1 | 2 | 3 | 4 |
| c | √ | Recovery from unusual attitudes | 1 | 2 | 3 | 4 |
| d | √ | Method of intercepting QDM, QDR, Radials | 1 | 2 | 3 | 4 |
| e | √ | Limited panel | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|---|----------------------|---|---|---|
| 13 | | Navigation (Mandatory for Initial Grade III tests) | | | | |
| A | √ | Planning and preparation | 1 | 2 | 3 | 4 |
| B | √ | DR Navigation | 1 | 2 | 3 | 4 |
| C | √ | Basic map reading and fixing position | 1 | 2 | 3 | 4 |
| D | √ | Maintenance of the flight log | 1 | 2 | 3 | 4 |
| E | √ | Use of navigational aids | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|---|----------------------|---|---|---|
| 14 | | Instructional skill | | | | |
| a | √ | Structure of the air-exercises (logical sequence, adherence to lesson plan, etc.) | 1 | 2 | 3 | 4 |
| b | √ | Leadership and assertiveness | 1 | 2 | 3 | 4 |
| c | √ | Consistent and correct terminology | 1 | 2 | 3 | 4 |
| d | √ | Quality of demonstration/teaching | 1 | 2 | 3 | 4 |
| e | √ | Recognition and correction of errors | 1 | 2 | 3 | 4 |
| f | √ | Quality of the de-brief | 1 | 2 | 3 | 4 |

| | | SKILL TEST SUBJECT/SEQUENCE | GRADING SCALE | | | |
|-----------|---|--|----------------------|---|---|---|
| 15 | | 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 |

| Sequence | GENERAL OBSERVATION DURING SKILL TEST | | | | | |
|----------|---------------------------------------|--|--|--|--|--|
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