



**Personnel Licensing**

**FSS PEL 62-20**

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**SKILL TEST FOR RECREATIONAL PILOT LICENCE, CATEGORIES & RATINGS  
(MICROLIGHT, GYROPLANE & LIGHT SPORT AIRCRAFT)**

- NOTES:
1. Requirements for the relevant skill tests are contained in the Appendixes of NAMCATS 62.
  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 RPL application	RPL proficiency/revalidation	Validation of foreign RPL	Penalty/special purposes
Conventional Microlight	Weight-shift Microlight	Gyroplane/Gyroglider	Light Sport Aeroplane
Tug Rating	Tow Rating	Agricultural rating	

**PART 2: TO BE COMPLETED BY INSTRUCTOR OR DESIGNATED EXAMINER**

**DETAILS OF EXAMINER OR INSTRUCTOR FOR SKILL TEST**

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of Flight Instructor/DE	Instructor Grade	Instructor 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 62.

Signature of DE/Instructor	Date:
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**DETAILS OF EXAMINER OR INSTRUCTOR CONDUCTING RE-ASSESSMENT (If different from above)**

Name of Flight Instructor/DE	Instructor Grade	Instructor 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		
Route flown: (X-country)				

<b>SKILL TEST RESULT</b>	<b>COMPETENT</b>	<b>NOT YET COMPETENT</b>
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**Tolerances:**

<b>Straight &amp; level</b>	<b>Medium turns</b>		
Nominated speed	± 10 knots	Nominated speed	± 10 knots
Altitude / height	± 150 ft	Altitude / height	± 150 ft
Heading	± 10° wings level	Constant bank angle	± 5°
		Roll out from turn on to a specified direction or heading	± 10°

**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. The candidate must be assessed as competent in the ground evaluation section prior to the practical skills test or competency check being carried out.
3. It is recommended that the ground evaluation be conducted according to the DCA recommended format (available on the DCA website).
4. 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.
5. 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.
6. Under no circumstances must the aircraft or its occupants be placed in jeopardy during the simulation of emergencies.
7. 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 Testing Officer must indicate a new grading (1,3 or 4) on the same form.
- 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 and must be re-assessed in those aspects using the same form.
- Should the candidate achieve a **1** in **5** or more aspects, the test is failed and the entire test or check must be repeated using a new form.
- The Testing Officer must write comments in the observation sheet whenever an aspect is marked as **1**.
- In the case of an initial skills test where section 17 (Cross-country flight) was successfully completed, this section may be omitted during a re-assessment.
- 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.
- 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 Testing Officer 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 18 (Airmanship) be assessed as **1** "not yet competent" (NYC), the entire test or check must be repeated.

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

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>1</b>	<b>Ground evaluation</b>				
a	CAR, CATS, AIP and NOTAM	1	2	3	4
b	POH of the aircraft used for the skills test for Operating limitations, Operational data (performance) and Mass and balance	1	2	3	4
c	Interpretation of weather reports and forecasts and minima.	1	2	3	4
d	Preparation of navigation	1	2	3	4
e	Local Operating Procedures	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>2</b>	<b>Pre-flight procedures</b>				
a	Pre-flight inspection				
b	Checks before starting	1	2	3	4
c	Checks after starting	1	2	3	4
d	Warm up	1	2	3	4
e	Radio	1	2	3	4
f	Navigation equipment checks, as applicable	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>3</b>	<b>Ground handling procedures</b>				
a	Use of engine-test and use of brakes	1	2	3	4
b	Ability to manoeuvre and control of speed	1	2	3	4
c	Run-up and vital action check	1	2	3	4
d	Radio	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>4</b>	<b>Take-off procedures</b>				
a	Safety measures	1	2	3	4
b	Application of power	1	2	3	4
c	Heading during run	1	2	3	4
d	Handling of control column	1	2	3	4
e	Handling after leaving ground	1	2	3	4
f	Attitude, airspeed and direction of climb	1	2	3	4
g	Engine failure during/after take-off	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>5</b>	<b>Climbing turns</b>				
a	Safety measures	1	2	3	4
b	Initiating	1	2	3	4
c	Accuracy of turn (bank, skid, slip)	1	2	3	4
d	Control of attitude, airspeed and direction	1	2	3	4
e	Exiting	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>6</b>	<b>Medium turns</b>				
a	Safety measures	1	2	3	4
b	Initiating	1	2	3	4
c	Accuracy of turn (bank, skid, slip)	1	2	3	4
d	Control of attitude, airspeed and direction	1	2	3	4
e	Exiting	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>7</b>	<b>Steep turns</b>				
a	Safety measures	1	2	3	4
b	Going-in throttle	1	2	3	4
c	Accuracy of turn (bank, skid, slip)	1	2	3	4
d	Airspeed and height	1	2	3	4
e	Coming-out (use of throttle)	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>8</b>	<b>Stalling/Hovering</b>				
a	Safety measures	1	2	3	4
b	Definition of stalling/hovering speed	1	2	3	4
c	Stall/hover demonstration	1	2	3	4
d	Stalling/hover at various speeds	1	2	3	4
e	Symptoms of stall/hover	1	2	3	4
f	Method of recovery	1	2	3	4
g	Use of engine	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>9</b>	<b>Spinning or Incipient spinning</b>				
a	Height and safety measures	1	2	3	4
b	Cockpit procedures	1	2	3	4
c	Completeness of initial stall	1	2	3	4
d	Going in	1	2	3	4
e	Staying in (n/a for incipient spin)	1	2	3	4
f	Method of recovery	1	2	3	4
g	Use of engine	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>10</b>	<b>Gliding turns</b>				
a	Height and safety measures	1	2	3	4
b	Going in	1	2	3	4
c	Accuracy of turn (holding off bank)	1	2	3	4
d	Control, attitude and airspeed	1	2	3	4
e	Coming out	1	2	3	4
f	Use of engine	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>11</b>	<b>Forced Landing</b>				
a	Airspeed and conservation of height	1	2	3	4
b	Selection of field and landing path	1	2	3	4

c	Accuracy of turns and airspeed	1	2	3	4
d	Cockpit procedure	1	2	3	4
e	Plan of descent	1	2	3	4
f	Final line overshooting, undershooting	1	2	3	4
g	Judgment of approach	1	2	3	4
h	Procedure on final approach	1	2	3	4
i	Radio Procedure	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>12</b>	<b>Bad weather circuit and Precautionary Landing</b>				
a	Recommended airspeed	1	2	3	4
b	Attitude, flaps and engine setting	1	2	3	4
c	Control of direction and drift	1	2	3	4
d	Inspection of landing path	1	2	3	4
e	Quality of circuit	1	2	3	4
f	Quality of approach and landing	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>13</b>	<b>Take-off &amp; Landing in Crosswind conditions</b>				
a	Application of power	1	2	3	4
b	Heading during run and use of controls	1	2	3	4
c	Technique of becoming airborne	1	2	3	4
d	Airspeed, attitude, drift control until climb is established	1	2	3	4
e	Control of airspeed, attitude and drift on approach	1	2	3	4
f	Judgment of rounding out and use of controls	1	2	3	4
g	Hold-off and quality of landing	1	2	3	4
h	Keeping straight after landing	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>14</b>	<b>Landing</b>				
a	Circuit procedure	1	2	3	4
b	Joining circuit	1	2	3	4
c	Judgement of height and distance on approach	1	2	3	4
d	Control of gliding attitude	1	2	3	4
e	Control of direction and drift	1	2	3	4
f	Judgement of rounding out and use of controls	1	2	3	4
g	Hold-off and quality of landing	1	2	3	4
h	Keeping straight after landing	1	2	3	4
i	Radio Procedure	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>15</b>	<b>General Flying ability</b>				
a	Evidence of alertness and being at ease	1	2	3	4
b	General smoothness and co-ordination	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>16</b>	<b>After flight procedures</b>				
a	Engine stopping drill	1	2	3	4
b	Leaving-aircraft checks	1	2	3	4
c	Taxiing	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>17</b>	<b>Cross-country flight</b>				
a	Preparation for flight	1	2	3	4
b	DR, navigation	1	2	3	4
c	Fixing position by map reading	1	2	3	4
d	Fixing position by radio bearing	1	2	3	4
e	Course steadiness	1	2	3	4
f	Airspeed	1	2	3	4
g	Altitude	1	2	3	4
h	Keeping of log	1	2	3	4
i	ATC Procedures	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
<b>18</b>	<b>Airmanship</b>				
a	Situational awareness	1	2	3	4
b	Decision making (threat and error management)	1	2	3	4
c	Safety consciousness (Lookout, safety checks etc.)	1	2	3	4

