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**SKILL TEST FOR RECREATIONAL PILOT INSTRUCTOR RATING & ENDORSEMENTS
(MICROLIGHT, GYROPLANE & LIGHT SPORT AIRCRAFT)**

- NOTES:
- Requirements for the relevant skill tests are contained in the Appendixes of NAMCATS 62.
 - This form must be completed in full as applicable.
 - 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 A	Gr B	Gr C	Revalidation:	Gr A	Gr B	Gr C	Penalty/ special purposes	Validation of foreign rating
Categories:	Conventional Microlight		Weight-shift Microlight		Gyroplane/Gyroglider		Light Sport Aeroplane		
Special endorsement:	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		
Airfield	Main briefing subject	Main air exercise		

SKILL TEST RESULT

COMPETENT

NOT YET COMPETENT

Tolerances:			
General Flying		Turns	
Nominated speed	± 5 knots	Nominated speed	± 10 knots/mph
Altitude / height	± 50 ft	Altitude / height	± 100 ft
Heading	± 5° wings level	Initial Roll out correction	± 10°
Note: Allowance for turbulence at the discretion of the Examiner			

- Instructions to Examiners:**
- The correct use of appropriate checklists must be applied at all times.
 - The candidate must be assessed as competent in the ground evaluation section prior to the practical skills test or competency check being carried out.
 - It is recommended that the ground evaluation be conducted according to the DCA recommended format (available on the DCA website).
 - 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.
 - 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.
 - Under no circumstances must the aircraft or its occupants be placed in jeopardy during the simulation of emergencies.
 - 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.

8. 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.
9. This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
10. 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.
11. 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.
12. The Testing Officer must write comments in the observation sheet whenever an aspect is marked as **1**.
13. In the case of an initial skills test where section 15 (Navigation) was successfully completed, this section may be omitted during a re-assessment.
14. 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.
15. 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.
16. 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.
17. Should the candidate achieve a **1** in **5** or more aspects, the Examiner must send this form to the DCA licensing section.
18. 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			
1	Ground evaluation				
a	Knowledge of sequence	1	2	3	4
b	Method of conveying knowledge	1	2	3	4
c	Aim of briefing	1	2	3	4
d	Aeronautical principles	1	2	3	4
e	Air exercise	1	2	3	4
f	Pupil activity	1	2	3	4
g	Use of aids	1	2	3	4
h	Safety and airmanship aspects	1	2	3	4
i	Lecturing ability	1	2	3	4
	Knowledge and practical application of:				
j	Civil Aviation Regulations	1	2	3	4
k	Principles of Flight	1	2	3	4
l	Aeroplane used for the test	1	2	3	4
m	Theory of instruction	1	2	3	4

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

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
3	Take-off procedures				
a	Safety measures	1	2	3	4

b	Checks before, during and after take off	1	2	3	4
c	Crew briefing	1	2	3	4
d	Engine failure during/after take-off	1	2	3	4
e	Control of direction, speed and attitude	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
4	Short Take-off				
a	Safety measures	1	2	3	4
b	Checks before, during and after take off	1	2	3	4
c	Technique used (short field/obstruction)	1	2	3	4
d	Control of direction, and speed latitude	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
5	Flight manoeuvres				
a	Primary effect of controls (if applicable)	1	2	3	4
b	Secondary effect of controls (if applicable)	1	2	3	4
c	Straight and level flight	1	2	3	4
d	Medium turns	1	2	3	4
e	Climb (various configurations)	1	2	3	4
f	Descend (various configurations)	1	2	3	4
g	Side slip (if applicable)	1	2	3	4
h	Steep turns	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
6	Stalling/Hovering				
a	Safety measures	1	2	3	4
b	Symptoms of the stall/hover	1	2	3	4
c	Method of entry and stall/hover	1	2	3	4
d	Method of recovery	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
7	Spinning or Incipient spinning				
a	Safety measures	1	2	3	4
b	Method of entry	1	2	3	4
c	Method of recovery	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
8	Critical speed determination				
a	Safety measures	1	2	3	4
b	Method of determining of minimum control speed at given configuration	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
9	Forced Landing				
a	Safety measures	1	2	3	4
b	Action after engine failure	1	2	3	4
c	Choice of field	1	2	3	4
d	Planning of descent	1	2	3	4
e	Control of speed and altitude	1	2	3	4
f	Determining causes of engine failure	1	2	3	4
g	Success	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
10	Low flying				
a	Safety measures	1	2	3	4
b	Control of height, direction, speed and attitude	1	2	3	4
c	Effect of wind	1	2	3	4
d	Effect of inertia and speed	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
11	Circuits & Landings (Normal. Flapless and Glide, as applicable)				
a	Safety measures	1	2	3	4
b	Joining procedure	1	2	3	4
c	Circuit procedures and vital actions	1	2	3	4
d	Control of height, direction, speed and attitude	1	2	3	4
e	Judgement	1	2	3	4
f	Landing	1	2	3	4
g	After landing run	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
12	Crosswind Take-off & Landing				
a	Safety measures	1	2	3	4
b	Take off technique	1	2	3	4
c	Circuit procedure and vital actions	1	2	3	4
d	Landing technique	1	2	3	4
e	Landing and after landing run	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
13	Precautionary Landing				
a	Safety measures	1	2	3	4
b	Procedures and technique	1	2	3	4
c	Control of direction, height, speed and attitude	1	2	3	4
d	Judgement	1	2	3	4
e	After landing run	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
14	Emergencies (Knowledge and action in event of:)				
a	Engine fire	1	2	3	4
b	Oil pressure failure (If applicable)	1	2	3	4
c	Lost procedures	1	2	3	4
	Other:				
d		1	2	3	4
e		1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
15	Navigation				
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	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
16	General Flying ability				
a	Accuracy	1	2	3	4
b	Knowledge and proficiency on type or class of aircraft on which required to instruct	1	2	3	4
c	General smoothness and co-ordination	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
17	Instructional ability				
a	Ability to recognise faults	1	2	3	4
b	Method of correcting faults	1	2	3	4
c	Accuracy of statements	1	2	3	4
d	Actual de-briefing of any exercise	1	2	3	4
e	Technical knowledge	1	2	3	4
f	Ability and method of imparting knowledge	1	2	3	4
g	Pupil activity	1	2	3	4
h	Co-ordination and ability to demonstrate	1	2	3	4

SKILL TEST SUBJECT/SEQUENCE		GRADING SCALE			
18	Airmanship				
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
d	RT procedures and proficiency, ATC liaison / compliance	1	2	3	4
e	Compliance with regulations	1	2	3	4
f	Flight management (fuel, engine considerations, FREDASS, etc.)	1	2	3	4

Sequence	GENERAL OBSERVATION DURING SKILL TEST

