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**SKILL TEST FOR NIGHT RATING
(AEROPLANE, HELICOPTER AND POWERED-LIFT)**

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) The instrument flying assessment can be flown by day or by night. The night flying assessment must be flown after official sunset.

PART 1: TO BE COMPLETED BY APPLICANT

APPLICANT DETAILS

Surname(Mr/Mrs/Miss) (Block letters)	First names	NCAA reference/ licence no:
Telephone number:	Email:	Cellphone number:

PART 2: TO BE COMPLETED BY INSTRUCTOR OR DESIGNATED EXAMINER

DETAILS OF INSTRUCTOR OR EXAMINER FOR SKILL TEST

Name of Aviation Training Organisation	Telephone No:	E-mail address:
Name of Instructor/DE	Instructor Grade	Instructor/DE's License no:

I 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 Instructor/ Examiner	Date:
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DETAILS OF EXAMINER/INSTRUCTOR CONDUCTING RE-ASSESSMENT (If different from above)

Name of Instructor/DE	Instructor Grade	Instructor/DE's License no:
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I 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 Instructor/ 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)	Route:		

SKILL TEST RESULT	COMPETENT	NOT YET COMPETENT
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Tolerances: NIGHT RATING

Altitude/Height	± 150 ft	Climb and approach speeds	± 15 kt
Tracking VOR/NDB	± 10°	Vref	+ 15 kt / - 5 kt
Heading	± 10°	Cruise speed	± 15 kt
Vr	+ 10 kt / - 5 kt		

Instructions to Testing Officers (Examiners/Instructors):

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 NCAA recommended format (available on the NCAA 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 candidate's ability to use all available resources (autopilot, GPS, etc.) must be assessed.
8. The instrument flying assessment can be flown by day or by night. The night flying assessment (sections 5 and 6) must be flown after official sunset.
9. Mandatory aspects are tagged with √ (aeroplane and helicopter) , H (helicopter only) or → (aeroplane only). Mandatory aspects may be waived if deemed unsafe.
10. If a mandatory aspect is omitted, the Testing Officer must write "NOT ASSESSED" and motivate the decision in the observations sheet.
11. 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 NCAA 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 NCAA 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.

12. 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).
13. This form becomes invalid if an aspect graded with a **2** is not re-assessed and re-graded.
14. 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.
15. Should the candidate achieve a **1** in **5** or more aspects, the entire test or check must be repeated using a new form.
16. The Testing Officer must write comments in the observation sheet whenever an aspect is marked as **1**.
17. 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.
18. 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.
19. 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.
20. Should the candidate achieve a **1** in **5** or more aspects, the Testing Officer must send this form to the NCAA licensing section.
21. Should any aspect in section 7(Airmanship) be assessed as **1** "not yet competent" (NYC), the entire test or check must be repeated.
22. 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 Testing Officer to maintain safe flight.
 - Failure to use proper and effective visual scanning techniques, when applicable, to clear the area before and while performing manoeuvres
 - Consistently exceeding the tolerances suggested below.
 - Failure to take prompt corrective action when tolerances are exceeded.
 - Doubt regarding the successful outcome of an aspect.
23. The tolerances suggested below refer to transient and not continuous flight path excursions; allowance for turbulence must be made.

PART 3: TO BE COMPLETED BY DESIGNATED EXAMINER

SKILL TEST

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
1		Ground evaluation				
a	√	CAR/CATS, AIP, SUPPLEMENTS, AIC, NOTAMS relevant to the training	1	2	3	4
b	√	Aerodrome lighting and facilities	1	2	3	4
C	√	Meteorology (interpretation of weather reports, forecasts and charts).	1	2	3	4
d	√	Human factors (illusions, vertigo, disorientation etc.)	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
2		Pre-flight procedures				
a	√	Pre-flight inspection, cockpit preparation, passenger briefing, etc.	1	2	3	4
b	√	Pre-start, start and after start procedures	1	2	3	4
c	√	QNH set, taxi, aerodrome procedures and instrument checks	1	2	3	4
d	√	Before take-off checks and briefing	1	2	3	4

		SKILL TEST SUBJECT/SEQUENCE	GRADING SCALE			
3		Flight Manoeuvres with sole reference to instruments				
a	√	Climbing and levelling off	1	2	3	4
b	√	Straight and level at various speeds and flap settings	1	2	3	4
c	√	Climbing, descending and timed turns	1	2	3	4
d	√	Steep turns (45° bank angle for aeroplane and 30° bank angle for helicopter)	1	2	3	4
e	→	Stall entry and recovery with minimum height loss in clean configuration	1	2	3	4
f	→	Stall entry and recovery with minimum height loss in landing configuration	1	2	3	4

