

DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO
DEPARTAMENTO DE EXAMINAÇÃO

ST ATPL(A) PBN – Skill Test Airline Transport Pilot Licence (Aeroplane) PBN

Fill in **BLUE** or **BLACK** ink, with **BLOCK CAPITALS**, after checking the instructions contained in the annex to this form.

SECTION A – APPLICANT DETAILS

Complete Name	Licence N°
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According AMC1 FCL.520.A, the ATPL Skill Test may also be combined for the issue or revalidation of a MP type rating. In case of combined Skill Test of a type rating, the Examiner shall receive and check the type rating Course Completion Certificate issued by the ATO, prior to Test conduct.

SECTION B – PRE-TEST REQUIREMENTS

B.1 - Type rating	B.2 - ME type rating revalidation requirements	B.3 - Instrument rating
Type:	<input type="checkbox"/> 10 route sectors, during the validity of the rating.	PBN Yes <input type="checkbox"/> No <input type="checkbox"/>
Combined:	<input type="checkbox"/> 1 route sector, flown with an Examiner. DoF:	
<input type="checkbox"/> Type Skill Test ⁽¹⁾	<input type="checkbox"/> 1 route sector, flown in the PC below.	<input type="checkbox"/> Revalidation
<input type="checkbox"/> Type revalidation	<input type="checkbox"/> Combined LPC/OPC in CAT operator, according FCL.740.A(a)(3).	

SECTION C – SKILL TEST ATPL(A)

C.1 – Attempts						
Attempt number	(If applicable) date of previous attempt					
C.2 – Details						
	Date	Conducted in	Registration	Start time	Finish time	Duration
1		<input type="checkbox"/> A/C <input type="checkbox"/> FSTD				
2		<input type="checkbox"/> A/C <input type="checkbox"/> FSTD				
						Total Duration:
C.3 – Result		C.4 – Applicant Declaration				
<input type="checkbox"/> PASS		<p>I declare that I have been informed of the result of the Test. In case of PC for revalidation and Partial Pass or Fail: I acknowledge that in accordance with the Regulations, I may not exercise the privileges of the rating(s), until a PASS is achieved - FCL740.A(c). Signature:</p>				
<input type="checkbox"/> PARTIAL PASS						
<input type="checkbox"/> FAIL						
C.5 - Licence endorsements (Type/IR revalidation only, if within 3 months of expiry / ANAC Examiners or Non-ANAC as in Examiner Differences Document)						
I have endorsed the following ratings in the applicants licence:			Rating & new validity date		Rating & new validity date	
C.6 – Examiner				C.7 – (If applicable) ANAC Inspector / Senior Examiner		
Name				Name		
Examiner Certificate number/Member State				Examiner Certificate number/Member State		
<p>FCL.1030(a)(2) & (b)(3)(i)– Applicant's experience and training complies with the applicable requirements of PART-FCL. FCL.1030(b)(3)(ii) – All required manoeuvres and exercises have been completed in accordance with PART-FCL. "Non-ANAC" Examiners only: FCL.1030(b)(3)(iv) - I have reviewed and applied the relevant national procedures and requirements of the applicants Competent Authority contained in the Examiner Differences Document, <u>version:</u></p>						
Examiner signature				ANAC Inspector / Senior Examiner signature		

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SECTION D – REMARKS / REASONS FOR FAILURE (AS APPLICABLE)

SECTION 1 – FLIGHT PREPARATION	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
Manoeuvres/procedures						
1.1 Performance calculation	OTD P					
1.2 Aeroplane external visual inspection; location of each item and purpose of inspection	OTD P#	P				
1.3 Cockpit inspection	P→	→				
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P→	→		M		
1.5 Taxiing in compliance with air traffic control or instructions of instructor/Examiner	P→	→				
1.6 Before take-off checks	P→	→		M		

SECTION 2 – TAKE-OFFS	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
Manoeuvres/procedures						
2.1 Normal take-offs with different flap settings, including expedited take-off	P→	→				
2.2* Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne	P→	→				
2.3 Crosswind take-off	P→	→				
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)	P→	→				
2.5 Take-offs with simulated engine failure:						
2.5.1* shortly after reaching V ₂ (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V ₂)	P→	→				
2.5.2* between V ₁ and V ₂	P	X		M FFS only		
2.6 Rejected take-off at a reasonable speed before reaching V ₁	P→	→		M		

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SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES				Test / Check		
Manoeuvres/procedures				Chkd in FSTD/A	PASS	FAIL
3.1	Turns with and without spoilers	P→	→			
3.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope	P→	→			
3.1.2	Steep turns using 45° bank, 180° to 360° left and right	P→	→			
3.1.3	Turns with and without spoilers	P→	→			
3.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→			
3.2	Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)	P→	→X a)	FFS only		
3.3	Normal operation of systems and controls engineer's panel	OTD P→	→			
3.4	Normal and abnormal operations of following systems:			M A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 inclusive		
3.4.0	Engine (if necessary propeller)	OTD P→	→			
3.4.1	Pressurisation and air-conditioning	OTD P→	→			
3.4.2	Pitot/static system	OTD P→	→			
3.4.3	Fuel system	OTD P→	→			
3.4.4	Electrical system	OTD P→	→			
3.4.5	Hydraulic system	OTD P→	→			
3.4.6	Flight control and trim-system	OTD P→	→			
3.4.7	Anti-icing/de-icing system, glare shield heating	OTD P→				
3.4.8	Autopilot/Flight director	OTD P→		M Single Pilot only		
3.4.9	Stall warning devices or stall avoidance devices, and stability augmentation devices	OTD P→				
3.4.10	Ground proximity warning system, weather radar, radio altimeter, transponder	P→				
3.4.11	Radios, navigation equipment, instruments, flight management system	OTD P→				
3.4.12	Landing gear and brake	OTD P→	→			
3.4.13	Slat and flap system	OTD	→			
3.4.14	Auxiliary power unit	OTD P→	→			
Intentionally blank						
3.6	Abnormal and emergency procedures:			A mandatory minimum of 3 items shall be selected from 3.6.1 to 3.6.9 inclusive		
3.6.1	Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation	P→	→			
3.6.2	Smoke control and removal	P→	→			
3.6.3	Engine failures, shutdown and restart at a safe height	P→	→			
3.6.4	Fuel dumping (simulated)	P→	→			

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SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
3.6.5	Wind shear at take-off/ landing	P	X		FFS only		
3.6.6	Simulated cabin pressure failure/emergency descent	P→	→				
3.6.7	Incapacitation of flight crew member	P→	→				
3.6.8	Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual	P→	→				
3.6.9	TCAS event	OTD P→	a)		FFS only		
3.7	Upset recovery training						
3.7.1	Recovery from stall events in: – take-off configuration; – clean configuration at low altitude; – clean configuration near maximum operating altitude; and – landing configuration	P FFS b)	X a)				
3.7.2	The following upset exercises: – recovery from nose-high at various bank angles; and – recovery from nose-low at various bank angles	P FFS b)	X a)		FFS only		
3.8	Instrument flight procedures:						
3.8.1*	Adherence to departure and arrival routes and ATC instructions	P→	→		M		
3.8.2*	Holding procedures	P→	→				
3.8.3*	3D operations to DH/A of 200 ft (60 m) or to higher minima if required by the approach procedure						
Note: According to the AFM, RNP APCH procedures may require the use of autopilot or flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 3.8.3.1 in the case of such AFM limitation).							
3.8.3.1*	Manually, without flight director	P→	→		M Skill Test only		
3.8.3.2*	Manually, with flight director	P→	→				
3.8.3.3*	With autopilot	P→	→				
3.8.3.4*	Manually, with one engine simulated inoperative during final approach, either until touchdown or through the complete missed approach procedure (as applicable), starting: (i) before passing 1 000 ft above aerodrome level; and (ii) after passing 1 000 ft above aerodrome level. In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing goaround shall be initiated in conjunction with the 2D approach in accordance with 3.8.4. The goaround shall be initiated when reaching the published obstacle clearance height/altitude (OCH/A); however, not later than reaching an MDH/A of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with exercise 3.8.3.4.	P→	→		M		

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SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
3.8.4*	2D operations down to the MDH/A	P*→	→		M		
3.8.5	<p>Circling approach under the following conditions: (a)*approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from the final approach used in item (a), at the authorised minimum circling approach altitude. (b) circling approach to another runway at least 90° off centreline from final approach used in item (a), at the authorised minimum circling approach altitude.</p> <p>Remark: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p>	P*→	→				
3.8.6	Visual approaches	P→	→				

SECTION 4 – MISSED APPROACH PROCEDURES		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
4.1	Go-around with all engines operating* during a 3D operation on reaching decision height	P*→	→				
4.2	Go-around with all engines operating* from various stages during an instrument approach	P*→	→				
4.3	Other missed approach procedures	P*→	→				
4.4*	Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt	P*→	→		M		
4.5	Rejected landing with all engines operating: - from various heights below DH/MDH; - after touchdown (balked landing) In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the rejected landing with all engines operating shall be initiated below MDH/A or after touchdown.	P→	→				

SECTION 5 – LANDINGS		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P			FFS only		
5.2	Landing with simulated jammed horizontal stabiliser in any out-of-trim position	P→	a)				
5.3	Crosswind landings (a/c, if practicable)	P→	→				
5.4	Traffic pattern and landing without extended or with partly extended flaps and slats	P→	→				
5.5	Landing with critical engine simulated inoperative	P→	→		M		
5.6	Landing with two engines inoperative: - aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, - aeroplanes with 4 engines: 2 engines at one side	P	X		M FFS only Skill Test only		

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INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Instruction pages contain a summary of applicable procedures and Regulations. They shall be complemented by checking applicable Regulations, Examiner Handbook and EASA Examiner Differences Document.

Incomplete forms or with filling deficiencies, will be rejected, stopping any application process.

Conditions

Examiner: **ATPL Skill Test**, ANAC Inspector or TRE(A) or SFE(A) with FCL.1005.TRE/SFE(a)(3) privileges.

NOTE: Additional Examiner privileges required for Type/IR, Test/Check.

Prior notification: **Skill Test**, MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [webportal](#) or [e-mail as in Examiner Differences Document](#)).

Proficiency Check, NOT MANDATORY for ANAC Examiners; MANDATORY for NON-ANAC Examiners for licence endorsement

ANAC approval: **Skill Test**, MANDATORY (check [webportal](#) or [e-mail](#), as applicable).

Proficiency Check, NOT MANDATORY for ANAC Examiners; MANDATORY for NON-ANAC Examiners for licence endorsement - check [webportal](#).

Experience & crediting: **ATPL Skill Test**, FCL.500, FCL.510.A, AMC1 FCL.510.A

NOTE: Additional requirements for Type/IR, Test/Check.

Exam duration: according GM1 FCL.1015, at least **04 hours** total, of which at least **120 minutes** flight/session.

Licence endorsement: See SECTION C.5 instructions below.

Exam report: MANDATORY, up to 15 days after planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail](#) or [webportal](#) as applicable;).

Filling instructions

Fill hours and times as **hh:mm** and dates in **dd/mm/yyyy** format.

SECTION A: Self-explanatory.

SECTION B.1: Under “**Type**”, indicate type rating as in the licence or “**EASA Type Rating & License Endorsement List Flight Crew**” (e.g: B737, A320).

(1) The Examiner shall check the **Course Completion Certificate issued by the ATO**, prior to the conduct of the Skill Test.

SECTION B.2: **If applicable, for type revalidation only.** Select appropriate option. In case of a route sector flown with an Examiner, not combined with the Check, the date of flight (**DoF**) shall be entered in the appropriate field.

SECTION B.3: Self-explanatory. In case CAT II/III privileges are to be granted/maintained, tick box and complete Section 6 of the Test profile.

SECTION C.1: Indicate attempt number. In case of a re-Test, indicate the date of the previous attempt.

NOTE: Form(s) of previous attempt(s) shall be attached to this Form and verified by the Examiner.

SECTION C.2: Fill the flight or FSTD details in line 1.

In case the Test is conducted in more than one flight/FSTD session, use additional line 2 for 2nd flight/FSTD session. Additional flights/sessions use SECTION D.

In case an **aircraft is used**, all items are self-explanatory, except:

- “**Start time**”, “**Finish time**” and “**Duration**”, according definitions contained in FCL.010, for flight time.
- Indicate in SECTION D the departure and arrival aerodromes/airports, number of landings and AD(s) where IFR approaches took place.

In case an **FSTD is used**, all items self-explanatory, except:

- “**Registration**” column, insert the FSTD Qualification Certificate number;
- “**Start time**” and “**Finish time**” will be the time of start and end of the FSTD session, respectively;
- “**Duration**” will be the session time.

“**Total duration**”, sum of duration times, if more than one flight/session was conducted (line 1+2).

SECTION C.3: Grade according to “**Pass/fail policy**” detailed below.

SECTION C.4: Applicant shall acknowledge that (s)he has been informed of the result of the Test/Check by signing this field.

In case of an Proficiency Check for revalidation of a rating and a Partial Pass or Fail is obtained: the applicant additionally acknowledges, that in accordance with the Regulations – FCL.740.A(c) - (s)he may not exercise the privileges of the Rating, until a PASS in a new PC is obtained.

If the applicant refuses to sign, the Examiner shall record the fact in SECTION D - “**Remarks/Reasons for Failure**”. ANAC shall be informed with undue delay, with a short report of the event.

SECTION C.5: **Applicable to ANAC Examiners and to Non-ANAC Examiners register on ANAC website “Portal dos Examinadores” and has notified the “Proficiency Check”.** Endorsement permitted only in case of revalidation of ratings within 3 months prior of expiry date; indicate type rating as endorsed in the licence, followed by the new expiry date (dd/mm/yyyy format).

ENDORSEMENT OF RATINGS IN THE LICENCE IS PERMITTED TO ANAC EXAMINERS and NON-ANAC EXAMINERS register on ANAC website “Portal dos Examinadores” and has notified the “Proficiency Check”.

SECTION C.6: Self-explanatory.

By signing, the Examiner acknowledges the declarations contained within the section.

NON-ANAC Examiners, shall enter the current *Examiner Differences Document* version, after reviewing it.

No stamps allowed, except ANAC Inspectors.



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SECTION C.7: Applicable only in case of an ANAC supervision, Examiner Assessment of Competence or Examiner Standardization Session, of the Test/Check, in which case the ANAC Inspector or authorized Senior Examiner fills and signs this section. By signing, the Inspector or Senior Examiner acknowledges the declarations contained within the section.
No stamps allowed, except ANAC Inspectors.

SECTION D: Any remarks deemed necessary. Reasons for failed items are explained here.
If insufficient space, attach a page detailing date, type of Test, applicant name and signature, Examiner name and signature.

Filling instructions (continued)

SECTION 1 to 6: Training and assessment.

The symbology and considerations for “**Practical Training**” table shall be checked in the appropriate Regulations.

In case of a type rating Skill Test, the instructor shall insert initials under “**Instructor initials**” column, for each training exercise completed.

Starred (*) items shall be flown solely by reference to instruments. If this condition is not met during the Test/Check, the type rating will be restricted to VFR only.

M = this will indicate a mandatory exercise or a choice where more than one exercise appears.

a) = indicates an aircraft may not be used for the exercise.

Grade each item in respective PASS or FAIL columns, with short signature (containing the Examiner initials), in appropriate box. Do not grade with crosses (X) or check marks (□).

At the discretion of the Examiner, any manoeuvre or procedure of the Test may be repeated once by the applicant. In such case the Examiner, shall write the number “2” (indicating second attempt) next to the signature/initials in the applicable item.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the Examiner shall record the reasons for this assessment in SECTION D.

Regulations

FCL.520.A – ATPL(A) Skill Test.

AMC1 FCL.520.A – ATPL Skill Test

FCL.725(c) Skill Test type rating (if applicable)

Appendix 9 - Training, Skill Test and Proficiency Check for MPL, ATPL, type and class ratings, and Proficiency Check for IRs.

Flight test tolerance limits

Height

generally ± 100 ft
starting a go-around at decision height + 50 ft / - 0 ft
minimum descent height/altitude + 50 ft / - 0 ft

Tracking

on radio aids ± 05°
precision approach half scale deflection, azimuth and glide path

Heading

all engines operating ± 05°
with simulated engine failure..... ± 10°

Speed

all engines operating ± 05 knots
with simulated engine failure..... + 10 knots / - 05 knots

The Examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Conduct of the test

Applicants for an ATPL(A) shall pass a Skill Test in accordance with Appendix 9 to this Part to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The Skill Test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.

Should the applicant choose to terminate the Test for reasons considered inadequate by the Examiner, grade ‘**FAIL**’ in section C.3. The applicant shall retake the entire Test, for which a new FORM shall be used.

If the Test is terminated for reasons considered adequate by the Examiner, only those sections not completed shall be tested in a further flight/session. In such case, the same FORM shall be used, completing the missing items/sections.

To establish or maintain PBN privileges, one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD. By way of derogation from the first paragraph, in cases where a proficiency check for revalidation of PBN privileges is performed in an aircraft or an FSTD representing that aircraft, which are not equipped for RNP APCH manoeuvres, the proficiency check may not include RNP APCH exercises. In such cases, the PBN privileges of the pilot shall not include RNP APCH. The restriction shall be lifted if the pilot has completed a proficiency check including an RNP APCH exercise for the relevant class or type.

Pass/fail policy

An applicant for an ATPL shall pass all sections of the Skill Test – grade ‘**PASS**’ in section C.3.

At the discretion of the Examiner, any manoeuvre or procedure of the Test may be repeated once by the applicant. In such case the Examiner, shall write the number “2” (indicating second attempt) next to the signature/initials in the applicable item.

Failure of more than five items will require the applicant to take the entire Test again – grade ‘**FAIL**’ in section C.3.

Any applicant failing five or less items shall take the failed items again – grade ‘**PARTIAL PASS**’ in section C.3.

Failure in any item on the re-Test including those items that have been passed at a previous attempt, will require the applicant to take the entire Test again.