



DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO
DEPARTAMENTO DE EXAMINAÇÃO

ST PPL(A) – Skill Test Private Pilot Licence (Aeroplane)

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	ANAC number / Student pilot card number
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Examiner shall check the Course Completion Certificate issued by the ATO, prior to the conduct of the Skill Test

SECTION B – SKILL TEST PPL(A)

B.1 – Attempts				B.2 – Aeroplane				
Attempt number	(If applicable) date of previous attempt			Class/Type	Manufacturer/Model			
B.3 – Details								
Flt	Date	Registration	Departure AD	Arrival AD	Flight time start	Flight time end	Flight time	Ldgs
1								
2								
3								
							Total flight time & Ldgs:	
B.4 – Result				B.5 – Applicant Declaration				
<input type="checkbox"/> PASS <input type="checkbox"/> PARTIAL PASS <input type="checkbox"/> FAIL				I declare that I have been informed of the result of the Test. Signature:				
B.6 – Examiner				B.7 – (If applicable) ANAC Inspector / Senior Examiner				
Name				Name				
Examiner Certificate number/Member State				Examiner Certificate number/Member State				
FCL.1030(b)(3)(iv) – Applicant's experience and training complies with the applicable requirements of PART-FCL. FCL.1030(b)(3)(v) – 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, version:								
Examiner signature				ANAC Inspector / Senior Examiner signature				

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

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Date	Applicants name
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Use of checklist, airmanship, control of aeroplane by external visual reference, anti/de-icing procedures, etc. apply in all sections.

Shaded and starred (*) items in Sections 4 and 5 may be combined, at the discretion of the FE.

SECTION 1 – PRE-FLIGHT OPS & DEPARTURE	PASS	FAIL
1.1 Pre-flight documentation, NOTAM and weather briefing		
1.2 Mass and balance and performance calculation		
1.3 Aeroplane inspection and servicing		
1.4 Engine starting and after starting procedures		
1.5 Taxiing and aerodrome procedures, pre-take-off procedures		
1.6 Take-off and after take-off checks		
1.7 Aerodrome departure procedures		
1.8 ATC compliance and R/T procedures		

SECTION 2 - GENERAL AIRWORK	PASS	FAIL
2.1 ATC compliance and R/T procedures		
2.2 Straight and level flight, with speed changes		
2.3 Climbing: i. best rate of climb ii. climbing turns iii. levelling off		
2.4 Medium (30° bank) turns		
2.5 Steep (45° bank) turns (including recognition and recovery from spiral dive)		
2.6 Flight at critically low air speed with and without flaps		
2.7 Stalling: i. clean stall and recover with power ii. approach to stall descending turn with bank angle 20°, approach configuration iii. approach to stall in landing configuration		
2.8 Descending: i. with and without power ii. descending turns (steep gliding turns) iii. levelling off		

SECTION 3 – EN-ROUTE PROCEDURES	PASS	FAIL
3.1 Flight plan, dead reckoning and map reading		
3.2 Maintenance of altitude, heading and speed		
3.3 Orientation, timing and revision of ETAs and log keeping		
3.4 Diversion to alternate aerodrome (planning and implementation)		
3.5 Use of radio navigation aids		
3.6 Basic instrument flying check (180° turn in simulated IMC)		
3.7 Flight management (checks, fuel systems and carburettor icing, etc.)		
3.8 ATC compliance and R/T procedures		

SECTION 4 – APPROACH & LANDING PROCEDURES	PASS	FAIL
4.1 Aerodrome arrival procedures		
4.2* Precision landing (short field landing), crosswind, if suitable conditions available		
4.3* Flapless landing		
4.4* Single-engine aeroplane only: Approach to landing with idle power		
4.5 Touch and go		
4.6 Go-around from low height		
4.7 ATC compliance and R/T procedures		
4.8 Actions after flight		

SECTION 5 – ABNORMAL & EMERGENCY PROCEDURES	PASS	FAIL
This section may be combined with Sections 1 through 4		
5.1 Single-engine aeroplane only: Simulated engine failure after take-off		
5.2* Single-engine aeroplane only: Simulated forced landing		
5.3 Single-engine aeroplane only: Simulated precautionary landing		
5.4 Simulated emergencies		
5.5 Oral questions		

SECTION 6 – SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS/TYPE ITEMS	PASS	FAIL
This section may be combined with sections 1 through 5		
6.1 Simulated engine failure during take-off (at a safe altitude)		
6.2 Asymmetric approach and go-around		
6.3 Asymmetric approach and full stop landing		
6.4 Engine shutdown and restart		
6.5 ATC compliance, R/T procedures or airmanship		
6.6 As determined by the FE: any relevant items of the class or type rating skill test to include, if applicable: i. aeroplane systems including handling of auto pilot; ii. operation of pressurisation system; iii. use of de-icing and anti-icing system.		
6.7 Oral questions		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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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: ANAC Inspector or FE(A) with FCL.1005.FE(a)(1) privileges.

Prior notification: MANDATORY up to 05 days prior of planned date (ANAC Examiners: [webportal](#); NON-ANAC Examiners: [e-mail or webportal](#)).

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

Experience & crediting: FCL.210, FCL.210.A

A Course Completion Certificate, shall be handed by the ATO to the Examiner prior to the conduct of the Test.

EXAM SHALL NOT TAKE PLACE IF THE COURSE COMPLETION CERTIFICATE IS NOT PRESENTED TO THE EXAMINER, IF NOT PROPERLY FILLED AND NOT SIGNED.

Exam duration: according GM1 FCL.1015, at least **03 hours** total, of which at least **90 minutes** flight (including navigation section).

Licence endorsement: Not applicable.

E 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: Indicate attempt number. In case of a re.-test, indicate the date of the previous attempt.

NOTE 1: Form(s) of previous attempt(s) shall be attached to this Form and verified by the Examiner.

NOTE 2: Examiner shall check the **Course Completion Certificate issued by the ATO**, before starting the Test.

SECTION B.2: Indicate the aeroplane class/type used in the Test in accordance with the [“EASA Type Rating & License Endorsement List Flight Crew”](#) (e.g.: SEP, MEP, etc.) and manufacturer and model (e.g. Cessna C172, Piper PA28).

SECTION B.3: Fill the flight details in line 1.

In case the Test is conducted in more than one flight, use additional lines 2 and 3 for subsequent flight(s).

“Flight time start”, “Flight time end” and “Total flight time”, according definitions contained in FCL.010.

“Total flight time & Ldgs” is respectively the sum of block times and sum of landings, if more than one flight was conducted (line 1+2+3).

SECTION B.4: Grade according to **“Pass/fail policy”** detailed below.

SECTION B.5: Self-explanatory.

If the applicant refuses to sign, the Inspector/senior examiner shall record the fact in SECTION C.

ANAC shall be informed with undue delay, with a short report of the event.

SECTION B.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.

SECTION B.7: Applicable only in case of an ANAC supervision, Examiner Assessment of Competence or Examiner Standardization Session, simultaneously to the Test, 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 C: Any remarks deemed necessary.

Items failed / reasons for failure will be justified here.

If insufficient space, attach a page detailing date, type of Test, applicant name and signature, Inspector/senior examiner name and signature.

SECTION 1 to 6: Grade each item in respective PASS or FAIL columns, with short signature (containing the Inspector/Senior Examiner initials), in appropriate box.

Do not grade with crosses (X) or check marks (✓).

At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. In such case the FE, shall write the number “2” (indicating 2nd 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.

Regulations

AMC1 FCL.215(b) & (c) – Skill Test for PPL.

FCL.235 – PPL Skill Test.

AMC1 FCL.235 – Skill test / Contents of skill test for the issue of a PPL(A).



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Flight test tolerance limits

Height

normal flight ± 150 ft
with simulated engine failure..... ± 200 feet (if ME aeroplane is used)

Heading or tracking of radio aids

normal flight $\pm 10^\circ$
with simulated engine failure..... $\pm 15^\circ$ (if ME aeroplane is used)

Speed

take-off and approach..... $+15 / -5$ knots
all other flight regimes ± 15 knots

The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Conduct of the test

Applicants for a PPL shall demonstrate through the completion of a Skill Test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.

An applicant shall have received flight instruction on the same class or type of aircraft to be used for the Skill Test.

An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the Test as if there is no other crew member.

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

The FE may stop the Test at any stage if it is considered that the applicants' demonstration of flying skills requires a complete re-test.

Should the applicant choose to terminate the Skill Test for reasons considered inadequate by the Flight Examiner (FE), grade "FAIL" in section B.4. The applicant shall retake the entire Skill Test, for which a new FORM shall be used.

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

Pass/fail policy

An applicant shall pass all the relevant sections of the Skill Test. In such case, grade "PASS" in section B.4 of this FORM.

Failure in any item of a section will cause the applicant to fail the entire section.

In accordance with FCL.1030(b)(3)(ii), if an item has been failed, the examiner shall record the reasons for this assessment. **Section C** shall be used for that purpose.

Failure in more than one section will require the applicant to take the entire Test again. In such case, grade "FAIL" in section B.4.

An applicant **failing only in one section** shall only repeat the failed section. In such case, grade "PARTIAL PASS" in section B.4.

Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire Test again.

Failure to achieve a pass in all relevant sections of the Test in two attempts will require further practical training.

NOTE: When the Test is repeated (following a PARTIAL PASS or FAIL), a new FORM shall be used.

FORM(S) of previous attempt(s) shall be passed to the new examiner and attached to the new FORM.