



**DIREÇÃO DE SEGURANÇA OPERACIONAL
DEPARTAMENTO DE LICENCIAMENTO DE PESSOAL E FORMAÇÃO**

ST IR(A) PBN – Skill Test Instrument Rating (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	ANAC / Student Pilot Card / Licence number

Examiner shall check the Course Completion Certificate issued by the ATO, prior to the conduct of the Skill Test

SECTION B – SKILL TEST IR(A)									
B.1 – Attempts					B.2 – Aeroplane				
Attempt number	(If applicable) date of previous attempt				Class/Type	Manufacturer/Model			
B.3 – Details									
Flt	Date	Conducted in	Registration	Departure AD	Arrival AD	Start time	Finish time	Duration	Ldgs
1		<input type="checkbox"/> A/C <input type="checkbox"/> FSTD							
2		<input type="checkbox"/> A/C <input type="checkbox"/> FSTD							
3		<input type="checkbox"/> A/C <input type="checkbox"/> FSTD							
								Total duration & 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)



ST IR(A) PBN – Skill Test Instrument Rating (Aeroplane) PBN

Date	Applicants name
------	-----------------

Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections.

All items, except 1.1 to 1.9, must be performed by sole reference to instruments.

Shaded and starred (*) items may be performed in either section 4 or section 5.

Item (*) – 2.4 - may be performed in an FFS, FTD 2/3 or FNPT II.

SECTION 1 – PRE-FLIGHT OPS & DEPARTURE	PASS	FAIL
1.1 Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance		
1.2 Use of Air Traffic Services document, weather document		
1.3 Preparation of ATC flight plan, IFR flight plan/log		
1.4 Identification of the required navaids for departure, arrival and approach procedures		
1.5 Pre-flight inspection		
1.6 Weather minima		
1.7 Taxiing		
1.8 PBN departure (if applicable): - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the departure chart.		
1.9 Pre-take-off briefing, take-off		
1.10 Transition to instrument flight		
1.11 Instrument departure procedures, including PBN departures, and altimeter setting		
1.12 ATC liaison — compliance, R/T procedures		

SECTION 2 - GENERAL HANDLING	PASS	FAIL
2.1 Control of the aeroplane by reference solely to instruments, includ.: level flight at various speeds, trim		
2.2 Climbing and descending turns with sustain. rate 1 turn		
2.3 Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns		
2.4 ⁺ Recovery from approach to stall in level flight, climbing/descending turns and in land. configuration		
2.5 Limited panel: stabilised climb or descent, level turns at rate 1 onto given headings, recovery from unusual attitudes		

SECTION 3 – EN-ROUTE IFR PROCEDURES	PASS	FAIL
3.1 Tracking, including interception, e.g. NDB, VOR, or track between waypoints		
3.2 Use of navigation system and radio aids		
3.3 Level flight, control of heading, altitude and airspeed, power setting, trim technique		
3.4 Altimeter settings		
3.5 Timing and revision of ETAs (en-route hold, if required)		
3.6 Monitoring of flight progress, flight log, fuel usage, systems' management		
3.7 Ice protection procedures, simulated if necessary		
3.8 ATC liaison — compliance, R/T procedures		

SECTION 3a – ARRIVAL PROCEDURES	PASS	FAIL
3a.1 Setting and checking of navigational aids, if applicable		
3a.2 Arrival procedures, altimeter checks		
3a.3 Altitude and speed constraints, if applicable		
3a.4 PBN arrival (if applicable) - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the arrival chart.		

**To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH.
Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.**

SECTION 4 – 3D OPERATIONS	PASS	FAIL
4.1 Setting and checking of navigational aids. Check Vertical Path angle. For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.		
4.2 Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
4.3* Holding procedure		
4.4 Compliance with published approach procedure		
4.5 Approach timing		
4.6 Altitude, speed heading control (stabilised approach)		
4.7* Go-around action		
4.8* Missed approach procedure/landing		
4.9 ATC liaison — compliance, R/T procedures		

SECTION 5 – 2D OPERATIONS	PASS	FAIL
5.1 Setting and checking of navigational aids For RNP APCH: - Check that the correct procedure has been loaded in the navigation system; and - Cross-check between the navigation system display and the approach chart.		
5.2 Approach and landing briefing, including descent/approach/landing checks, including identification of facilities		
5.3* Holding procedure		
5.4 Compliance with published approach procedure		
5.5 Approach timing		
5.6 Altitude/Distance to MAPT, speed, heading control (stabilised approach), Stop Down Fixes (SDF(s)), if applicable		
5.7* Go-around action		
5.8* Missed approach procedure/landing		
5.9* ATC liaison — compliance, R/T procedures		

SECTION 6 – FLIGHT WITH ONE ENGINE INOPERATIVE (MULTI-ENGINE AEROPLANES ONLY)	PASS	FAIL
6.1 Simulated engine failure after take-off or on go-around		
6.2 Approach, go-around and procedural missed approach with one engine inoperative		
6.3 Approach and landing with one engine inoperative		
6.4 ATC liaison — compliance, R/T procedures		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
--------------------	--	---------------------



ST IR(A) PBN – Skill Test Instrument Rating (Aeroplane) PBN

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 IRE(A).

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

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

Experience & crediting: FCL.615, Appendix 3 – “*Training courses for the issue of a CPL and an ATPL*”, Appendix 6 – “*Modular training courses for the IR*”.

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 **60 minutes** flight duration.

Timeframe: All relevant sections of the Skill Test shall be completed within **SIX months**.

Licence endorsement: Not permitted.

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

Filling instructions

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

SECTION A: Insert applicants name and ANAC or Student Pilot Card or Licence number. Strikeout whichever is not applicable.

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 or FSTD details in line 1.

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

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.

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

- “**Registration**” column, insert the FSTD Qualification Certificate number;

- “**Departure AD**” and “**Arrival AD**” are not mandatory;

- “**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 & Ldgs**” is respectively the sum of duration 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 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 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.



ST IR(A) PBN – Skill Test Instrument Rating (Aeroplane) PBN

INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Regulations

FCL.620 – IR Skill Test.
Appendix 7 – IR Skill Test.

Flight test tolerance limits

The applicant shall demonstrate the ability to:

- operate the aircraft within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgment and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

Height

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

Tracking

on radio aids $\pm 05^\circ$

for angular deviations half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS).

2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations ... cross-track error/deviation shall normally be limited to $\pm \frac{1}{2}$ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.

3D linear vertical deviations (e.g. RNP APCH not more than -75 feet below the vertical profile at any time, and not more than (LNAV/VNAV) using BaroVNAV) $+75$ feet above the vertical profile at or below 1000 feet above aerodrome level.

Heading

all engines operating $\pm 05^\circ$
with simulated engine failure $\pm 10^\circ$

Speed

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

Conduct of the test

Applicants for an IR 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.

The Test is intended to simulate a practical flight. The route to be flown shall be chosen by the Examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board.

An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the Test as if no other crew member is present. The Examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

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 2nd attempt) next to the signature/initials in the applicable item.

The Examiner 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 Examiner, 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 Examiner, 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.

To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.



ST IR(A) PBN – Skill Test Instrument Rating (Aeroplane) PBN

INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

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.