ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

DIREÇÃO DE SEGURANÇA OPERACIONAL

DEPARTAMENTO DE LICENCIAMENTO DE PESSOAL E FORMAÇÃO

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC 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 / Licence number

Skill Test: the Examiner shall check the Course Completion Certificate issued by the ATO, prior to its conduct.
Proficiency Check for type/instrument rating renewal: The examiner shall check the Refresher Training Declaration issued by the ATO, prior to the conduct of the Proficiency Check.

SECTION B – PRE-TEST/CHECK REQUIREMENTS

B.1 - Type rating	**B.2** – ME type rating revalidation requirements	**B.3** - Instrument rating
Type:	☐ 10 route sectors, during the validity of the rating.	PBN Yes ☐ No ☐
☐ Initial issue (1)	☐ 1 route sector, flown with an Examiner. **DoF**:	☐ Revalidation
☐ Revalidation	☐ 1 route sector, flown in the PC below.	☐ Renewal (3)
☐ Renewal (2)	☐ Combined LPC/OPC in CAT operator, according FCL.740.A(a)(3).	☐ CAT II/III

SECTION C – SKILL TEST / PROFICIENCY CHECK SP HPCA WITH PBN

C.1 – Attempts		**C.2** - Operation
Attempt number	(If applicable) date of previous attempt	☐ Single-Pilot OPS ☐ Multi-Pilot OPS

C.3 - Details

	Date	Conducted in	Registration	Start time	Finish time	Duration
1		☐ A/C ☐ FSTD				
2		☐ A/C ☐ FSTD				
					Total Duration:	

C.4 – Result	**C.5** – Applicant Declaration
☐ PASS ☐ PARTIAL PASS ☐ FAIL	**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:

C.6 - Licence endorsements (**Type/IR revalidation only, if within 3 months of expiry / ANAC Examiners only**)

I have endorsed the following ratings in the applicants licence:	Rating &11 new validity date	Rating & new validity date

C.7 – Examiner	**C.8** – (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

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

Date	Applicant name	ANAC / Licence number

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

SECTION 1 – FLIGHT PREPARATION		Practical Training			Test / Check		
	Manoeuvres/procedures	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
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		
	Manoeuvres/procedures	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
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		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

Date	Applicant name	Licence Nº

SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES		Practical Training			Test / Check		
	Manoeuvres/procedures	FSTD	A	Instructor initials	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→**	→				
3.5	**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→**	→				

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

Date	Applicant name	Licence Nº

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; engine failure has to be simulated during final approach before passing 1 000 ft above aerodrome level until touchdown or through the complete missed approach procedure. 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 go-around shall be initiated in conjunction with the nonprecision approach as described in 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 3.8.3.4.	P→	→		M		
3.8.3.5*	Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach after passing the outer marker (OM) within a distance of not more than 4 NM until touchdown or through the complete missed approach procedure 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 go-around shall be initiated in conjunction with the nonprecision approach as described in 3.8.4. The goaround shall be initiated when reaching the published 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 3.8.3.4.	P→	→		M		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

Date	Applicant name	Licence N°

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	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. **Remark**: If (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.	**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 (baulked 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		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

Date	Applicant name	Licence Nº

General remarks:

Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. CAT II/III operations.

Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III).

The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.

SECTION 6		Practical Training			Test / Check		
	Manoeuvres/procedures	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
6.1*	Rejected take-off at minimum authorised runway visual range (RVR)	P*→	→X a)		M*		
6.2*	CAT II/III approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, callout procedures, mutual surveillance, information exchange and support) shall be observed.	P→	→		M		
6.3*	Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go- around with simulated airborne equipment failure.	P→	→		M*		
6.4*	Landing(s): with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.	P→	→		M		

Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC 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: **Skill Test,** ANAC Inspector or TRE(A) with FCL.1005.TRE(a)(1) privileges.
Type/IR Proficiency Check, ANAC Inspector or TRE(A) with FCL.1005.TRE(a)(2) privileges.

Prior notification: **Skill Test,** MANDATORY up to 05 days prior of planned date (**ANAC Examiners**: webportal; **NON-ANAC Examiners**: *e-mail*).
Proficiency Check, NOT MANDATORY.

ANAC approval: **Skill Test,** MANDATORY (check webportal or *e-mail*, as applicable).
Proficiency Check, NOT MANDATORY.

Experience & crediting: **Skill Test,** FCL.725, FCL.720.A, FCL.725.A
Type/instrument Proficiency Check, FCL625, FCL625.A, FCL.740 or FCL.740.A

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

Licence endorsement: See SECTION C.6 instructions below.

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 Licence number. Strikeout whichever is not applicable.

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.
(2) The Examiner shall check the Refresher Training Declaration issued by the ATO, prior to the conduct of the Proficiency Check

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.
(3) The Examiner shall check the Refresher Training Declaration issued by the ATO, prior to the conduct of the Proficiency Check.

SECTION C.1: Indicate attempt number. In case of a re-Test/Check, 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: Self-explanatory. In the case of single-pilot HPCA, when a Skill Test or Proficiency Check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.
If privileges of single-pilot are sought, the manoeuvres/ procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.

SECTION C.3: Fill the flight or FSTD details in line 1.
In case the Test/Check 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.4: Grade according to "***Pass/fail policy***" detailed below.

SECTION C.5: 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.6: **Applicable only to ANAC Examiners and 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/yy* format).
ENDORSEMENT OF RATINGS IN THE LICENCE IS NOT PERMITTED TO NON-ANAC EXAMINERS.

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Filling instructions (continued)

SECTION C.7: 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 C.8: 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/Check, applicant name and signature, Examiner name and signature.

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 or Proficiency Check for renewal, 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 = indicates a mandatory exercise.

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/Check 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.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

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.
- understand and apply crew coordination and incapacitation procedures, if applicable; and
- communicate effectively with the other crew members, if applicable.

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	± 05°
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 ± ½ 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 (LNAV/VNAV) using BaroVNAV)	not more than –75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1000 feet above aerodrome level.

Heading

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

Speed

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

ANAC
Autoridade Nacional da Aviação Civil
Portuguese Civil Aviation Authority

ST/PC SP HPCA PBN – Skill Test or Proficiency Check Single-Pilot HPC Aeroplane PBN

INSTRUCTIONS

DO NOT PRINT THIS PAGE, UNLESS STRICTLY NECESSARY

Conduct of the test

An applicant for the issue/revalidation/renewal of a SP HPCA type rating shall pass a Skill Test/Proficiency Check in accordance with Appendix 9 to PART-FCL to demonstrate the skill required for the safe operation of the applicable type of aircraft.

Should the applicant choose to terminate the Test/Check for reasons considered inadequate by the Examiner, grade '**FAIL**' in section C.4. The applicant shall retake the entire Test/Check, for which a new FORM shall be used.
If the Test/Check 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.

Pass/fail policy

Applicant for an SP HPCA type rating shall pass all sections of the Skill Test or Proficiency Check – grade '**PASS**' in section C.4.

At the discretion of the Examiner, any manoeuvre or procedure of the Test/Check 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. **Section C** shall be used for that purpose.

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

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

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

If the applicant only fails or does not take section 6, the type rating will be issued without CAT II/III privileges. To extend the type rating privileges to CAT II/III, the applicant shall pass the section 6 on the appropriate type of aircraft.

NOTE: When the Test/Check is repeated (following a PARTIAL PASS or FAIL), a new FORM shall be used.
FORM(S) of previous attempt(s) shall passed to the new Examiner and attached to the new FORM.