



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

**ST/PC MPA – Skill Test or Proficiency Check Multi-Pilot 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°

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

SECTION C – SKILL TEST / PROFICIENCY CHECK MPA						
<b>C.1 - Attempts</b>						
Attempt number	(If applicable) date of previous attempt					
<b>C.2 - Details</b>						
	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:						
<b>C.3 - Result</b>			<b>C.4 - Applicant Declaration</b>			
<input type="checkbox"/> PASS			<b>I declare that I have been informed of the result of the Test.</b>			
<input type="checkbox"/> PARTIAL PASS			<b>In case of PC for revalidation and Partial Pass or Fail:</b> 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).			
<input type="checkbox"/> FAIL			Signature:			
<b>C.5 - Licence endorsements (Type/IR revalidation only, if within 3 months of expiry / ANAC Examiners only)</b>						
<i>I have endorsed the following ratings in the applicants licence:</i>			Rating & new validity date	Rating & new validity date		
<b>C.6 - Examiner</b>				<b>C.7 – (If applicable) ANAC Inspector / Senior Examiner</b>		
Name				Name		
Examiner Certificate number/Member State				Examiner Certificate number/Member State		
<b>FCL.1030(b)(3)(iv) – Applicant's experience and training complies with the applicable requirements of PART-FCL.</b> <b>FCL.1030(b)(3)(v) – All required manoeuvres and exercises have been completed in accordance with PART-FCL.</b> <b>“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></b>						
Examiner signature				ANAC Inspector / Senior Examiner signature		

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

SECTION 1 – FLIGHT PREPARATION Manoeuvres/procedures	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FFS/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 Manoeuvres/procedures	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FFS/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→	→				
<b>2.5 Take-offs with simulated engine failure:</b>						
2.5.1* shortly after reaching V <sub>2</sub> (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 <sub>2</sub> )	P→	→				
2.5.2* between V <sub>1</sub> and V <sub>2</sub>	P	X		M FFS only		
2.6 Rejected take-off at a reasonable speed before reaching V <sub>1</sub>	P→	→		M		

Examiner signature	ANAC Inspector / Senior Examiner signature	Applicant signature
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SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES		Practical Training			Test / Check							
		FSTD	A	Instructor initials	Chkd in FFS/A	PASS	FAIL					
3.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	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	<b>Normal and abnormal operations of following systems:</b>	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→	→		<b>M</b> 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	<b>Intentionally blank</b>											

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SECTION 3 – FLIGHT MANOEUVRES AND PROCEDURES Manoeuvres/procedures	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FFS/A	PASS	FAIL
<b>3.6 Abnormal and emergency procedures:</b>				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→	→				
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		
<b>3.7 Upset recovery training</b>						
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		
<b>3.8 Instrument flight procedures:</b>						
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 FFS/A	PASS
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.  <b>Remark:</b> 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 FFS/A	PASS
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→	→				

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SECTION 5 – LANDINGS		Practical Training			Test / Check		
Manoeuvres/procedures		FSTD	A	Instructor initials	Chkd in FFS/A	PASS	FAIL
5.1	Normal landings* with visual reference established when reaching DA/H following an instrument approach operation	P					
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		

### 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 FFS/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
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## ST/PC MPA – Skill Test or Proficiency Check Multi-Pilot 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) or SFE(A) with FCL.1005.TRE/SFE(a)(1) privileges.

**Type/IR Proficiency Check**, ANAC Inspector or TRE(A) with FCL.1005.TRE(a)(2) privileges or SFE(A) with FCL.1005.SFE(a)(1)(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.5 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:** 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.

(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:** 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 2<sup>nd</sup> 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 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.**

**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.

**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.



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### Filling instructions (continued)

**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 = 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.

b) = indicates FFS qualified for training task only

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 the BIR and IR.

### 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 ..... + 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

An applicant for the issue/revalidation/renewal of a MPA type rating shall pass a Skill Test/Proficiency Check in accordance with Appendix 9 to this Part 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.3. 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.

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 subparagraph above, in cases where a proficiency check for revalidation of PBN privileges does not include an RNP APCH exercise, 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.

### Pass/fail policy

Applicant for an MPA type rating shall pass all sections of the Skill Test or Proficiency Check – grade ‘**PASS**’ in section C.3.

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 be passed to the new Examiner and attached to the new FORM.