



**DIREÇÃO DE LICENCIAMENTO E EXAMINAÇÃO**  
**DEPARTAMENTO DE EXAMINAÇÃO**

**ST/PC SPA (no HPC) PBN – Skill Test/Prof. Check Single-Pilot Aeroplane (except HPC) 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

Skill Test: the Examiner shall check the Course Completion Certificate issued by the ATO, prior to its conduct.  
Proficiency Check for class/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 – Class/Type rating</b>	<b>B.2 – ME class/type rating revalidation requirements</b>	<b>B.3 – Instrument rating Revalidation</b>
Class/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).	

SECTION C – SKILL TEST / PROFICIENCY CHECK SPA <u>EXCEPT HPCA</u>									
<b>C.1 – Attempts</b>					<b>C.2 – Operation</b>				
Attempt number	(If applicable) date of previous attempt				<input type="checkbox"/> Single-Pilot OPS		<input type="checkbox"/> Multi-Pilot OPS		
<b>C.3 - Details</b>									
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>C.4 – Result</b>			<b>C.5 – Applicant Declaration</b>						
<input type="checkbox"/> PASS			<b>I declare that I have been informed of the result of the Test.</b> <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). Signature:						
<input type="checkbox"/> PARTIAL PASS									
<input type="checkbox"/> FAIL									
<b>C.6 - Licence endorsements (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.7 – Examiner</b>					<b>C.8 – (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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<b>SECTION D – REMARKS / REASONS FOR FAILURE (AS APPLICABLE)</b>

SECTION 1 – DEPARTURE	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
Manoeuvres/procedures						
1.1 Pre-flight including: -Documentation -Mass & Balance -Weather briefing -NOTAM	OTD					
1.2 Pre-start checks						
1.2.1 External	OTD P#	P		M		
1.2.2 Internal	OTD P#	P		M		
1.3 Engine starting: Normal malfunctions	P→	→		M		
1.4 Taxiing	P→	→		M		
1.5 Pre-departure checks: Engine run-up (if applicable)	P→	→		M		
1.6 Take-off procedure: -Normal with Flight Manual flap settings; and -Crosswind (if conditions available)	P→	→		M		
1.7 Climbing: -Vx/Vy -Turns onto headings -Level off	P→	→		M		
1.8 ATC liaison-compliance, R/T procedure				M		

SECTION 2 – AIRWORK (VMC)	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
Manoeuvres/procedures						
2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable)	P→	→				
2.2 Steep turns (360° left and right at 45° bank)	P→	→		M		
2.3 Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power; and (iv) Approach to stall, climbing turn with take-off flap and climb power ( <b>Single engine aeroplane only</b> )	P→	→		M		
2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable	P→	→		M		
2.5 ATC liaison — Compliance, R/T procedure	P→	→		M		

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Section 3A shall be completed to **revalidate a type or multi-engine class rating**, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

Section 3A is not required if section 3B is completed.

SECTION 3A – EN-ROUTE PROCEDURES VFR Manoeuvres/procedures	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
3A.1 Flight plan, dead reckoning and map reading	P→	→				
3A.2 Maintenance of altitude, heading and speed	P→	→				
3A.3 Orientation, timing and revision of ETAs	P→	→				
3A.4 Use of radio navigation aids (if applicable)	P→	→				
3A.5 Flight management (flight log, routine checks including fuel, systems and icing)	P→	→				
3A.6 ATC liaison — Compliance, R/T procedure	P→	→				

The starred and shaded (\*) items of section 3B and for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check.

If those items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.

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.

SECTION 3B – INSTRUMENT FLIGHT Manoeuvres/procedures	Practical Training			Test / Check		
	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
3B.1* Departure IFR	P→	→		M		
3B.2* En-route IFR	P→	→		M		
3B.3* Holding procedures	P→	→		M		
3B.4* 3D operations to decision height/altitude (DH/A) of 200 ft (60 m) or to higher minima if required by the approach procedure (autopilot may be used to the final approach segment vertical path intercept)	P→	→		M		
3B.5* 2D operations to minimum descent height/altitude (MDH/A)	P→	→		M		
3B.6* Flight exercises including simulated failure of the compass and attitude indicator: - rate 1 turns, - recoveries from unusual attitudes	P→	→		M		
3B.7* Failure of localiser or glideslope	P→	→				
3B.8* ATC liaison — Compliance, R/T procedure	P→	→		M		

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SECTION 4 – ARRIVAL AND LANDINGS	Practical Training			Test / Check		
	Manoeuvres/procedures	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS
4.1 Aerodrome arrival procedure	P→	→		M		
4.2 Normal landing	P→	→		M		
4.3 Flapless landing	P→	→		M		
4.4 Crosswind landing (if suitable conditions)	P→	→				
4.5 <b>Single-engine aeroplane only:</b> Approach and landing with idle power from up to 2 000' above the runway	P→	→				
4.6 Go-around from minimum height	P→	→		M		
4.7 Night go-around and landing (if applicable)	P→	→				
4.8 ATC liaison — Compliance, R/T procedure	P→	→		M		

SECTION 5 – ABNORMAL AND EMERGENCY PROCEDURES	Practical Training			Test / Check		
<b>This section may be combined with sections 1 through 4</b>						
Manoeuvres/procedures	FTD FFS	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
5.1 Rejected take-off at a reasonable speed	P→	→		M		
5.2 <b>Single-engine aeroplane only:</b> Simulated engine failure after take-off		P		M		
5.3 <b>Single-engine aeroplane only:</b> Simulated forced landing without power		P		M		
5.4 Simulated emergencies: (i) fire or smoke in flight; and (ii) systems' malfunctions as appropriate.	P→	→				
5.5 <b>ME aeroplanes and TMG Training only:</b> Engine shutdown and restart (at a safe altitude if performed in the aircraft)	P→	→				
5.6 ATC liaison — Compliance, R/T procedure						

SECTION 6 – SIMULATED ASYMETRIC FLIGHT	Practical Training			Test / Check		
<b>This section may be combined with sections 1 through 5</b>						
Manoeuvres/procedures	FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
6.1* Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II)	P→	→X		M		
6.2* Asymmetric approach and go-around	P→	→		M		
6.3* Asymmetric approach and full stop landing	P→	→		M		
6.4 ATC liaison — Compliance, R/T procedure						

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SECTION 7 – UPRT	Manoeuvres/procedures	Practical Training			Test / Check		
		FSTD	A	Instructor initials	Chkd in FSTD/A	PASS	FAIL
7.1	Flight manoeuvres and procedures						
7.1.1	Manual flight with and without flight directors (no autopilot, no autothrust/autothrottle, and at different control laws, where applicable)	P→	→				
7.1.1.1	At different speeds (including slow flight) and altitudes within the FSTD training envelope.	P→	→				
7.1.1.2	Steep turns using 45° bank, 180° to 360° left and	P→	→				
7.1.1.3	Turns with and without spoilers	P→	→				
7.1.1.4	Procedural instrument flying and manoeuvring including instrument departure and arrival, and visual approach	P→	→				
7.2	Upset recovery training Recovery from stall events in: - take-off configuration; - clean configuration at low altitude; - clean configuration near maximum operating altitude; and - landing configuration	P→	→				
7.2.2	The following upset exercises: - recovery from nose-high at various bank angles; and - recovery from nose-low at various bank angles.	P FFS qualified for the training task only	X a)		FFS only		
7.3	Go-around with all engines operating* from various stages during an instrument approach	P→	→				
7.4	Rejected landing with all engines operating: - from various heights below DH/MDH 15 m (50 ft) above the runway threshold - 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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**INSTRUCTIONS**

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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 FE(A) with FCL.1005.FE(a)(1) or (2) or CRE with FCL.1005.CRE(a) privileges.

**Class/Type Prof.Check**, ANAC Inspector or FE(A) with FCL.1005.FE(a)(1) or (2) or CRE with FCL.1005.CRE(b)(1) privileges.

**Instrument Prof.Check**, ANAC Inspector or IRE(A) or CRE with FCL.1005.CRE(b)(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**, FCL.625, FCL.625.A, FCL.740 or FCL.740.A

**Exam duration:** according GM1 FCL.1015, at least **03 hours** total, of which at least **45 minutes (class/type VFR only)** or **60 minutes (IR only)** or **90 minutes (combined class/type with IR)** flight.

**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 Student Pilot Card or Licence number. Strikeout whichever is not applicable.

**SECTION B.1:** Under “**Class/Type**”, indicate class or type rating as in the licence or “[EASA Type Rating & License Endorsement List Flight Crew](#)” (e.g: SEP, MEP, etc.).

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

<sup>(2)</sup> 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 class or 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. **No initial issue of an instrument rating in this form.**

<sup>(3)</sup> 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. When a Skill Test or Proficiency Check is performed in multi-pilot operations, the class/type rating shall be restricted to multi-pilot operations.

**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 lines 2 & 3 for subsequent flights/FSTD sessions.

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 of the conduct of an IR Proficiency Check, indicate in SECTION D the 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 FSTD session time.

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

**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 class/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.**



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**INSTRUCTIONS**

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**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 7:** Training and assessment.

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

In case of a class/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 IR privileges are intended. If this condition is not met during the Test/Check, the class/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 class/type rating

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 ..... 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 ..... ± 05°  
with simulated engine failure ..... ± 10°

**Speed**

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



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**Conduct of the test**

An applicant for the issue/revalidation/renewal of a SPA class or 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 class/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 SPA class or 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.

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

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

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

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

**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.