



## SPL TMG SKILL TEST REPORT

### FALSE REPRESENTATION STATEMENT

It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission, or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or imprisonment or both.

Tick as applicable	I hereby, in accordance with Annex III (Part-SFCL) to Regulation 2018/1976 report the completion of a skill test for SPL TMG privileges.		
<b>1. Applicant's personal particulars:</b>			
Applicants last name:		First name(s):	
Date of birth:	Tel:	Email:	
Address:		Country:	
Date:	Signature:		
<b>2. Licence details</b>			
SPL no:			
Current privileges: (tick as applicable)		Sailplanes	TMGs
<b>From here to be completed by the examiner</b>			
<b>3. Details of the skill test/proficiency flight</b>			
Date:	TMG type:	Registration:	
Site:	Take-off time	Landing time:	Flight time:
Total flight time:			
<b>4. Result of the test or check</b>			
Passed	Partially passed	Failed	
<b>5. Remarks</b>			
Reasons and details in case of fail or partial pass/other remarks as necessary:			
<b>6. Result of the test or check - applicant signature:</b>			
<b>7. Examiners declaration</b>			
I, the undersigning examiner:			
<ul style="list-style-type: none"> <li>- have received information from the applicant regarding their experience and instruction, and found that experience and instruction comply with the applicable requirements of Annex III (Part-SFCL) to Regulation 2018/1976;</li> <li>- confirm that all the required manoeuvres and exercises have been completed, unless specified otherwise above in the case of fail or partial pass</li> </ul>			
Examiners certificate no:		Examiners SPL no:	
Examiners name (capitals):		Date and examiners signature:	

<b>Civil Aviation Authority Regulation 6</b> Regulation 6(5) of the Civil Aviation Authority Regulations 1991 provides as follows: Any person who has failed any test or examination which they are required to pass before they are granted or may exercise the privileges of a personnel licence may within 14 days of being notified of their failure request that the Authority determine whether the test or examination was properly conducted. In order to succeed you will have to satisfy the Authority that the examination or test was not properly conducted. Mere dissatisfaction with the result is not sufficient reason for appeal.	
<b>SPL TMG Extension Skills Test Detailed report (AMC1 SFCL.145)</b>	Examiner's initials
<b>SECTION 1: PRE-FLIGHT OPERATIONS AND DEPARTURE</b>	
a.Pre-flight documentation, flight planning, NOTAM(s) and weather briefing	
b.Mass and balance and performance calculation	
c.TMG inspection and servicing	
d.Engine starting and after starting procedures	
e.Taxiing and aerodrome procedures, pre-take-off procedures	
f.Take-off and after take-off checks	
g.Aerodrome departure procedures	
h.ATC liaison: compliance	
<b>SECTION 2A: GENERAL AIRWORK (WITH ENGINE POWER)</b>	
a.ATC liaison	
b.Straight and level flight, with speed changes	
c.Climbing:	
i. best rate of climb;	
ii. climbing turns; and	
iii. levelling off.	
d.Medium (30 ° bank) turns, look-out procedures and collision avoidance	
e.Steep (45 ° bank) turns	
f.Flight at critically low air speed with and without flaps	
g.Stalling:	
i. clean stall and recover with power;	
ii. approach to stall descending turn with bank angle 20 °, approach configuration;	
iii. approach to stall in landing configuration.	
h.Descending:	
i. with and without power;	
ii. descending turns (steep gliding turns); and	
iii. levelling off	
<b>SECTION 2B: GENERAL AIRWORK (WITHOUT ENGINE POWER)</b>	
a.Straight and level flight, with speed changes	
b.Medium (30 ° bank) turns, look-out procedures and collision avoidance	
c.In-flight engine start and stop procedures	
d.Stall in turns	
<b>SECTION 3: EN-ROUTE PROCEDURES</b>	
a. Flight plan, dead reckoning and map reading	
b.Maintenance of altitude, heading and speed	
c.Orientation, airspace structure, timing and revision of estimated times of arrival (ETAs), log keeping	
d.Diversion to alternate aerodrome (planning and implementation)	
e.Flight management (checks, fuel systems, carburettor icing, etc.)	
f.ATC liaison - compliance	

<b>SECTION 4: APPROACH AND LANDING PROCEDURES</b>	
a. Aerodrome arrival procedures	
b. Collision avoidance (look-out procedures)	
c. Precision landing (short field landing) and crosswind, if suitable conditions are available	
d. Flapless landing (if applicable)	
e. Approach to landing with idle power	
f. Touch and go	
g. Go-around from low height	
h. ATC liaison	
i. Actions after flight	
<b>SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES</b>	
This section may be combined with Sections 1 through 4.	
a. Simulated engine failure after take-off	
b. * Simulated forced landing	
c. * Simulated precautionary landing	
d. Simulated emergencies	
<b>ORAL QUESTIONS:</b>	
(i) principles of flight (ii) operational procedures (iii) flight performance and planning (iv) aircraft general knowledge (v) navigation.	
*These items may be combined, at the discretion of the FE.	

Simulated emergencies – This may include a simulated partial loss of power during or immediately after take-off, during the enroute section or the circuit and landing at the aerodrome. This may also include items from the emergency section of the Pilot Operating Handbook, Flight Manual or aircraft checklist or simulated abnormal conditions introduced by the examiner. Some abnormal/emergency procedures may be covered on the ground by oral examination.