



SPL 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 (non-TMG) privileges.		
1. Applicant's personal particulars:			
Applicants last name:		First name(s):	
Date of birth:	Tel:	Email:	
Address:			Country:
Date:	Signature:		
From here to be completed by the examiner			
Date SPL training course completion certificate signed by the Head of Training:			
2. Details of the skill test/proficiency flight			
Date:	Sailplane type:	Registration:	
Site:	Take-off time	Landing time:	Flight time:
Total flight time:			
3. Result of the test or check			
Passed	Partially passed	Failed	
4. Remarks			
Reasons and details in case of fail or partial pass/other remarks as necessary:			
5. Result of the test or check - applicant signature:			
6. Examiners declaration			
I, the undersigning examiner:			
<ul style="list-style-type: none"> - 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; - confirm that all the required manoeuvres and exercises have been completed, unless specified otherwise above in the case of fail or partial pass. 			
Examiners certificate no:		Examiners SPL no:	
Examiners name (capitals):		Date and examiners signature:	

Civil Aviation Authority Regulation 6	
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.	
SPL Skill Test Detailed report (AMC1 SFCL.145)	Examiner's initials
SECTION 1: PRE-FLIGHT OPERATIONS AND DEPARTURE	
a. Pre-flight sailplane (daily) inspection, documentation, flight planning, NOTAM(s) and weather briefing	
b. Verifying in-limits mass and balance and performance calculation	
c. Sailplane servicing compliance	
d. Pre-take-off checks	
Note for SECTION 2A-2C: At least for one of the three launch methods, all the mentioned items are fully exercised during the skill test.	
SECTION 2A: WINCH OR CAR LAUNCH	
a. Signals before and during launch, including messages to winch driver	
b. Adequate profile of launch	
c. Simulated launch failure (during launch or in free flight)	
d. Situational awareness	
SECTION 2B: AEROTOW LAUNCH	
a. Signals before and during launch, including signals to or communications with the towplane pilot for any problems	
b. Initial roll and take-off climb	
c. Launch abandonment (simulation only or 'talk-through')	
d. Correct positioning during straight flight and turns	
e. Out of position and recovery	
f. Correct release from tow	
g. Look-out and airmanship through the whole launch phase	
SECTION 2C: SELF-LAUNCH	
a. ATC compliance (if applicable)	
b. Aerodrome departure procedures	
c. Initial roll and take-off climb	
d. Look-out and airmanship during the whole take-off	
e. Simulated engine failure after take-off	
f. Simulated partial power loss	
g. Engine shut down and stowage	
SECTION 3: GENERAL AIRWORK	
a. Maintain straight flight: attitude and speed control	
b. Coordinated medium (30° bank) turns, look-out procedures and collision avoidance	
c. Turning on to selected headings visually and with use of compass	
d. Flight at high angle of attack (critically low air speed)	
e. Clean stall and recovery	
f. Spin avoidance and recovery*	
g. Steep (45° bank) turns, look-out procedures and collision avoidance	
h. Local area navigation and awareness	
SECTION 4: CIRCUIT, APPROACH AND LANDING	
a. Aerodrome circuit joining procedures	

b. Collision avoidance (look-out procedures)	
c. Pre-landing checks	
d. Circuit, approach control and landing	
e. Precision landing (simulation of out-landing and short field)	
f. Crosswind landing if suitable conditions are available	

(*) If no suitable training aircraft is available to demonstrate the fully developed spin including spin recovery, or if such spin manoeuvres cannot be performed due to bad weather constraints, the applicant should demonstrate the competence in all the aspects related to this exercise during a discussion with the examiner.