

**This page is not part of the report and is for your information only.  
This page has not to be sent to the Belgian CAA.**

Record of versions

Version number	Date of revision	Topics
1.0	08/12/2020	Form in accordance with IR (EU) 2020/358

**When to use this report?**

In case of reporting a skill test or a proficiency check for an SPL in a TMG

**Content of the report**

1. An applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are available.

2. The applicant shall indicate to the FE the checks and duties carried out. Checks shall be completed in accordance with the flight manual or the authorized checklist for the sailplane in which the test is being taken.

**Additional arrangements for skill tests in TMGs**

3. The route to be flown for the skill test shall be chosen by the FE. The route shall end at the point of departure or another aerodrome or operating site. The navigation section of the test shall have a duration of at least 30 minutes which allows the pilot to demonstrate the ability to complete a route with at least two identified waypoints and may, as agreed between applicant and FE, be flown as a separate test.

4. When indicating to the FE the checks and duties to be carried out, the applicant shall include the identification of radio facilities that are intended to be used. During pre-flight preparation for the test, the applicant shall be required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the aircraft flight manual for the TMG used.

**Flight test tolerances**

5. The applicant shall demonstrate the ability to:

- (i) operate the sailplane within its limitations;
- (ii) complete all manoeuvres with smoothness and accuracy;
- (iii) exercise good judgment and airmanship;
- (iv) apply aeronautical knowledge; and
- (v) maintain control of the sailplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

6. In the case of skill tests in TMGs, the following limits are for general guidance. The FE shall make allowance for turbulent conditions and the handling qualities and performance of the TMG used:

- (i) height: normal flight  $\pm 150$  ft
- (ii) speed:
  - (A) take-off and approach  $+15/-5$  knots
  - (B) all other flight regimes  $\pm 15$  knots

APPLICANT'S NAME: .....

Use of checklist(s), airmanship, control of TMG by external visual reference, deicing procedures, etc. apply in all sections.

<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		Examiner's initials when test/check completed
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 1. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 2A GENERAL AIRWORK (WITH ENGINE POWER)</b>		Examiner's initials when test/check completed
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; and 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 2A. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 2B GENERAL AIRWORK (WITHOUT ENGINE POWER)</b>		Examiner's initials when test/check completed
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 2B. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

APPLICANT'S NAME: .....

Use of checklist(s), airmanship, control of TMG by external visual reference, deicing procedures, etc. apply in all sections.

<b>SECTION 3 EN-ROUTE PROCEDURES</b>		Examiner's initials when test/check completed
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 3. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 4 APPROACH AND LANDING PROCEDURES</b>		Examiner's initials when test/check completed
a	Aerodrome circuit joining procedure	
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 4. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES</b> <i>(This section may be combined with Sections 1 through 4)</i>		Examiner's initials when test/check completed
a	Simulated engine failure after take-off	
b*	Simulated forced landing	
c*	Simulated precautionary landing	
d	Simulated emergencies	
e	Oral questions	
<b>SECTION 5. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

(\* These items may be combined, at the discretion of the FE