

Examiner Report for SPL/LAPL(S) Skill Test



This form can be part filled in on screen then printed, completed, signed and submitted as instructed. Please complete this form in **BLOCK CAPITALS** using black or dark blue ink.

FALSE REPRESENTATION STATEMENT

It is an offence under Article 256 of the Air Navigation Order 2016 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 up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.

1. APPLICANT AND TEST DETAILS		To be completed by the Examiner and signed by the Applicant	
Surname:		Forename(s):	
CAA Personal reference number	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	SPL	LAPL(S)
Initial Issue	Revalidation	Renewal	
LAUNCH METHOD			
Winch or Car Launch	Aerotow Launch	Self-Launch	Bungee Launch
Series:	Attempt:.....	Date:.....	Place of Test:
I confirm I have requested the Test as detailed above.		Applicant's Signature:	

2. FLIGHT TEST		To be completed by the Examiner					
Route:							
Aircraft Type and Reg:		Block Times:		Depart:	Arrive:	Total:	
Test Sections:	1	2 (A)	2 (B)	2 (C)	3	4	Other
Sections to be taken:							
Result:							
(a)							
(b)							
(c)							
(d)							
(e)	N/A	N/A					
(f)	N/A	N/A					
(g)	N/A	N/A		N/A		N/A	
(h)	N/A	N/A	N/A	N/A		N/A	
Re-test Sections:							
Test Sections incomplete due:							
Items not completed:							
I confirm the applicant's instruction and experience complies with Part-FCL, and I confirm that all the required manoeuvres and exercises have been completed.							
UK Examiners Only							
I have assessed the ICAO English Language Proficiency of the Applicant at Level 6: Yes <input type="checkbox"/> No* <input type="checkbox"/> Not Assessed <input type="checkbox"/>							
(* I have advised the Applicant to complete Form SRG1199 and be assessed by an appropriate organisation, see CAP804.) assessment is not required if Applicant holds Level 6.							
Examiner's Name:.....				Examiner's No.:.....			
Examiner's Signature:						Date:.....	
Authorising Competent Authority:							
Received (Applicant) Signature:						Date:.....	
Non-UK Examiners - I have reviewed and applied the relevant national procedures and requirements of the UK CAA contained in versions.....of the Examiner Differences Document							

Copies of the report shall be submitted to (1) The Applicant (2) The Applicant's Competent Authority (3) The Ex-aminer (4) The Examiner's Competent Authority (if different)

ATO Name: ATO Number:

Date Training Completed: Recommended for test by (name):

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 he is required to pass before he is granted or may exercise the privileges of a personnel licence may within 14 days of being notified of his 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.

Use of checklist, airmanship, anti-icing/de-icing procedures, etc. apply in all sections.

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

BUNGEE LAUNCH

EASA has not covered this launch method within AMC1 FCL.125; FCL.235, so only Flight Examiners who are qualified as a pilot for this launch method should assess an individual, such as assessment being conducted against current club/BGA procedures. (test Section Other should be used, with test elements covered written under Result.)