



SPL SKILL TEST AND PROFICIENCY CHECK FORM

1. EXAMINER PERSONAL DETAILS

First name and surname:	
FE(S) Certificate N°:	

2. APPLICANT PERSONAL DETAILS

First name and surname:			
National ID/Passport N°:		SPL N.º:¹	

3. TEST/CHECK DETAILS

Purpose	Privileges	
<input type="checkbox"/> Skill test <input type="checkbox"/> Proficiency check	<input type="checkbox"/> Sailplane (Excluding TMG) <input type="checkbox"/> TMG	Radiotelephony: <input type="checkbox"/> Spanish <input type="checkbox"/> English

Flight date:²		Aircraft Registration:	
Take-off	Aerodrome/Operating site:		
	Time:		
Landing	Aerodrome/Operating site:		
	Time:		
Flight Time:			

4. DETAILED ASSESSMENT

Assessments: "P": PASS / "F": FAIL

SECTION 0: THEORETICAL KNOWLEDGE	Assessment	
	P	F

¹ In the case of conversion of an equivalent licence issued by a third country, in compliance with the requirements of Annex 1 to the Chicago Convention, the reference number of the licence and the country shall be indicated. In the case of a conversion of a national licence, only the reference number of the licence shall be indicated.

² For other flights, please provide details in the "Remarks" section.



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SAILPLANE (EXCLUDING TMG) ESPECIFIC SECTIONS

SECTION 1 SAILPLANE (EXCLUDING TMG): PRE-FLIGHT OPERATIONS AND DEPARTURE			Assessment	
Subsections			P	F
1.1	Pre-flight sailplane (daily) inspection, documentation, flight planning, NOTAM(s) and weather briefing.			
1.2	Verifying in-limits mass and balance and performance calculation.			
1.3	Sailplane servicing compliance.			
1.4	Pre-take-off checks.			
SECTION 1 SAILPLANE (EXCLUDING TMG) ASSESSMENT:			<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 2A SAILPLANE (EXCLUDING TMG): WINCH OR CAR LAUNCH			Assessment	
Subsections			P	F
2.A.1	Signals before and during launch, including messages to winch driver.			
2.A.2	Adequate profile of winch launch.			
2.A.3	Simulated launch failure (during launch or in free flight).			
2.A.4	Situational awareness.			
SECTION 2A SAILPLANE (EXCLUDING TMG) ASSESSMENT:			<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 2B SAILPLANE (EXCLUDING TMG): AEROTOW LAUNCH			Assessment	
Subsections			P	F
2.B.1	Signals before and during launch, including signals to or communications with the tow plane pilot for any problems.			
2.B.2	Initial roll and take-off climb.			
2.B.3	Launch abandonment (simulation only or 'talk-through').			
2.B.4	Correct positioning during straight flight and turns.			
2.B.5	Out of position and recovery.			
2.B.6	Correct release from tow.			
2.B.7	Look-out and airmanship through the whole launch phase.			
SECTION 2B SAILPLANE (EXCLUDING TMG) ASSESSMENT:			<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 2C SAILPLANE (EXCLUDING TMG): SELF-LAUNCH			Assessment	
Subsections			P	F
2.C.1	ATC compliance (if applicable).			
2.C.2	Aerodrome departure procedures.			
2.C.3	Initial roll and take-off climb.			
2.C.4	Look-out and airmanship during the whole take-off.			
2.C.5	Simulated engine failure after take-off.			
2.C.6	Engine shut down and stowage.			
SECTION 2C SAILPLANE (EXCLUDING TMG) ASSESSMENT:			<input type="checkbox"/> P	<input type="checkbox"/> F



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SECTION 3 SAILPLANE (EXCLUDING TMG): GENERAL AIRWORK			
Subsections		Assessment	
		P	F
3.1	Maintain straight flight: attitude and speed control.		
3.2	Coordinated medium (30° bank) turns, look-out procedures and collision avoidance.		
3.3	Turning on to selected headings visually and with use of compass.		
3.4	Flight at high angle of attack (critically low air speed).		
3.5	Clean stall and recovery.		
3.6	Spin avoidance and recovery. ³		
3.7	Steep (45° bank) turns, look-out procedures and collision avoidance.		
3.8	Local area navigation and awareness.		
SECTION 3 SAILPLANE (EXCLUDING TMG) ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 4 SAILPLANE (EXCLUDING TMG): CIRCUIT, APPROACH AND LANDING			
Subsections		Assessment	
		P	F
4.1	Aerodrome circuit joining procedure.		
4.2	Collision avoidance: look-out procedures.		
4.3	Pre-landing checks.		
4.4	Circuit, approach control and landing.		
4.5	Precision landing (simulation of out-landing and short field).		
4.6	Crosswind landing if suitable conditions are available.		
SECTION 4 SAILPLANE (EXCLUDING TMG) ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

TMG SPECIFIC SECTIONS

SECTION 1 TMG: PRE-FLIGHT OPERATIONS AND DEPARTURE			
Subsections		Assessment	
		P	F
1.1	Pre-flight documentation, flight planning, NOTAM(s) and weather briefing.		
1.2	Mass and balance and performance calculation.		
1.3	TMG inspection and servicing.		
1.4	Engine starting and after starting procedures.		
1.5	Taxiing and aerodrome procedures, pre-take-off procedures.		
1.6	Take-off and after take-off checks.		
1.7	Aerodrome departure procedures.		
1.8	ATC liaison: compliance.		
SECTION 1 TMG ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

³ If it is not possible to execute the maneuver (due to aircraft limitations, meteorological conditions, etc.), the candidate shall demonstrate their competence through an oral evaluation, which will include questions formulated by the examiner.



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SECTION 2A TMG: GENERAL AIRWORK (WITH ENGINE POWER)			
Subsections		Assessment	
		P	F
2.A.1	ATC liaison.		
2.A.2	Straight and level flight, with speed changes.		
2.A.3	Climbing. Best rate of climb. Climbing turns. Levelling off.		
2.A.4	Medium (30° bank) turns, look-out procedures and collision avoidance.		
2.A.5	Steep (45° bank) turns.		
2.A.6	Flight at critically low air speed with and without flaps.		
2.A.7	Stalling. Clean stall and recover with power. Approach to stall descending turn with bank angle 20°, approach configuration, Approach to stall in landing configuration.		
2.A.8	Descending. With and without power. Descending turns (steep gliding turns). Levelling off.		
SECTION 2A TMG ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 2B TMG: GENERAL AIRWORK (WITHOUT ENGINE POWER)			
Subsections		Assessment	
		P	F
2.B.1	Straight and level flight, with speed changes.		
2.B.2	Medium (30° bank) turns, look-out procedures and collision avoidance.		
2.B.3	In-flight engine start and stop procedures.		
2.B.4	Stall in turns.		
SECTION 2B TMG ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 3 TMG: EN-ROUTE PROCEDURES			
Subsections		Assessment	
		P	F
3.1	Flight plan, dead reckoning and map reading.		
3.2	Maintenance of altitude, heading and speed.		
3.3	Orientation, airspace structure, timing and revision of estimated times of arrival (ETAs), log keeping.		
3.4	Diversion to alternate aerodrome (planning and implementation).		
3.5	Flight management (checks, fuel systems, carburettor icing, etc.).		
3.6	ATC liaison: compliance.		
SECTION 3 TMG ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F

SECTION 4 TMG: APPROACH AND LANDING PROCEDURES			
Subsections		Assessment	
		P	F
4.1	Aerodrome arrival procedures.		
4.2	Collision avoidance (look-out procedures).		
4.3	Precision landing (short field landing) and crosswind, if suitable conditions are available.		
4.4	Flapless landing (if applicable).		
4.5	Approach to landing with idle power.		
4.6	Touch and go.		
4.7	Go-around from low height.		
4.8	ATC liaison.		
4.9	Actions after flight.		
SECTION 4 TMG ASSESSMENT:		<input type="checkbox"/> P	<input type="checkbox"/> F



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SECTION 5 TMG: ABNORMAL AND EMERGENCY PROCEDURES			Assessment	
Subsections			P	F
5.1	Simulated engine failure after take-off.			
5.2	Simulated forced landing.			
5.3	Simulated precautionary landing.			
5.4	Simulated emergencies.			
5.5	Oral questions.			
SECTION 5 TMG ASSESSMENT:		<input type="checkbox"/> P <input type="checkbox"/> F		

5. TEST/CHECK RESULT

Result:	<input type="checkbox"/> PASS	<input type="checkbox"/> PARTIAL PASS	<input type="checkbox"/> FAIL
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Failed Details		
Subsection	Reasons of failed	Recommended training

Remarks



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Examiner's signature	<p>By signing this form, the examiner confirms to have received information from the applicant regarding their qualification, experience and instruction, in accordance with the applicable requirements.</p> <p>By signing this form, the examiner confirms that all the required manoeuvres and exercises have been completed in accordance with the Detailed Assessment section.</p> <p><input type="checkbox"/>⁴ The examiner confirms to have reviewed and applied the AESA's national procedures and requirements, in accordance with the current version of EASA's "<i>Examiner Difference Document</i>".</p>
Differences with regard to the assessment	<p><input type="checkbox"/> No differences.</p> <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 5px;"></div>
Applicant's signature ⁵	<p>Report date: <input style="width: 80%;" type="text"/></p>

<p>HOW TO SUBMITT DCUMENTATION TO AESA AESA Sede Electrónica</p>	<p>Agencia Estatal de Seguridad Aérea- AESA Paseo de la Castellana 112 28046. Madrid. España División de Licencias del Personal de Vuelo Servicio de Licencias de Aviación General y TCP</p>
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⁴ Tick only if the competent Authority responsible for the examiner's certificate is different to AESA.

⁵ By signing this document, the candidate agrees with the examiner's indications about the differences regarding the assessment.