

 ente Nazionale per l'Aviazione Civile	TMG	☐ SKILL TEST ☐ PROFICIENCY CHECK
	INIT. ISSUE - REVAL. - RENEWAL SKILL TEST - PROF. CHECK	☐ TMG
	CHECKLIST Ref: AMC 1 SFCL.145 SPL - AMC 1 SFCL.410(b)(3) Reg. 2018/1976	☐ SKILL TEST REPETITION ☐ ICAO SPL CONVERSION

A APPLICANT DETAILS			
Applicant last name(s)		ID card nr.	
Applicant first name(s)		Signature	

TMG		TMG SKILL TEST PROFICIENCY CHECK		
MANOEUVRES / PROCEDURES		PASS	FAIL	N / A

0 SECTION 0 - THEORETICAL KNOWLEDGE				
0.1	Theoretical knowledge	☐	☐	☐
Examiner initials				

1 SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE				
1.1	Pre-flight operations including: - Flight planning - Documentation - Weather briefing - NOTAM	☐	☐	☐
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 and R/T procedure compliance	☐	☐	☐
Examiner initials				

2 SECTION 2 - GENERAL AIRWORK				
---	Intentionally left blank			
---	General airwork with engine power			
2.1	ATC liaison and R/T procedure compliance	☐	☐	☐
2.2	Straight and level flight, with speed changes	☐	☐	☐
2.3	Climbing: - Best rate of climb - Climbing turns - Leveling off	☐	☐	☐
Examiner initials				



TMG		TMG SKILL TEST PROFICIENCY CHECK		
MANOEUVRES / PROCEDURES		PASS	FAIL	N / A
2	SECTION 2 - GENERAL AIRWORK (cont.)			
2.4	Medium turns 30° bank Look-out procedures Collision avoidance	☐	☐	☐
2.5	Steep turns 45° bank	☐	☐	☐
2.6	Flight at critically low air speed • Flaps extended • Flaps retracted	☐	☐	☐
2.7	Stalls • Clean stall and recover with power • Approach to stall in a descending turn with 20° bank angle in approach configuration • Approach to stall in landing configuration	☐	☐	☐
2.8	Descent • With and without power • Descending turns (steep gliding turns) • Level off	☐	☐	☐
---	General airwork without engine power			
2.9	Straight and level flight, with speed changes	☐	☐	☐
2.10	Medium turns 30° bank Look-out procedures and collision avoidance	☐	☐	☐
2.11	Inflight engine start and stop procedures	☐	☐	☐
2.12	Stall during turns	☐	☐	☐
		Examiner initials 		
3	SECTION 3 - EN-ROUTE PROCEDURES			
3.1	Flight log update Dead reckoning navigation Map reading and interpretation	☐	☐	☐
3.2	Maintaining: • Altitude • Heading • Speed	☐	☐	☐
3.3	Orientation Airspace structure knowledge and respect Flight log update Timing and revision of ETAs	☐	☐	☐
3.4	Diversion to alternate aerodrome • Planning • Implementation	☐	☐	☐
3.5	Flight progress management: • Systems checks • Fuel system monitor • Carburetor icing	☐	☐	☐
3.6	ATC liaison and R/T procedure compliance	☐	☐	☐
		Examiner initials 		



TMG		TMG SKILL TEST PROFICIENCY CHECK		
MANOEUVRES / PROCEDURES		PASS	FAIL	N / A
4	SECTION 4 - APPROACH AND LANDING PROCEDURES			
4.1	Aerodrome arrival procedures	☐	☐	☐
4.2	Collision avoidance and look-out procedures	☐	☐	☐
4.3	Landing: - Precision landing - Short field landing - Crosswind landing, if suitable conditions available	☐	☐	☐
4.4	Landing: No flaps	☐	☐	☐
4.5	Approach to landing with idle power	☐	☐	☐
4.6	Touch and go	☐	☐	☐
4.7	Go-around from low height	☐	☐	☐
4.8	ATC liaison and R/T procedure compliance	☐	☐	☐
		Examiner initials 		
5	SECTION 5 - ABNORMAL AND EMERGENCY PROCEDURES			
5.1	Simulated engine failure after take-off	☐	☐	☐
5.2	Simulated forced landing <i>Note 1: These items may be combined at FE discretion</i>	☐	☐	☐
5.3	Simulated precautionary landing <i>Note 2: These items may be combined at FE discretion</i>	☐	☐	☐
5.4	Simulated emergencies	☐	☐	☐
5.5	Oral questions	☐	☐	☐
		Examiner initials 		
B	FLIGHT EXAMINER			
Examiner details	Name		License number	
	Signature		Location and date	

 END 

>>>>> **STANDARDIZATION REFERENCE GUIDE - NOT TO BE REPORTED TO NAA** <<<<<

A1 APPENDIX 1 - GLOSSARY, CROSS-REFERENCE, DETAILED INSTRUCTIONS		
(a)	Route to be flown and airport to be used	The route to be flown for the skill test should be chosen by the FE. The route should end at the point of departure or another aerodrome or operating site. The navigation section of the test should 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.
(b)	SOPs, TEM principles and general behaviour	Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections
A2 APPENDIX 2 - FLIGHT TEST TOLERANCE		
Applicants shall demonstrate the ability to:		
(a)	Operate the TMG within its limitations	
(b)	Complete all manoeuvres with smoothness and accuracy	
(c)	Exercise good judgement and airmanship	
(d)	Apply aeronautical knowledge	
(e)	Maintain control of the TMG at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt	

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END