



LAA/CHKPLT  
**CHECK PILOT APPLICATION**  
**Issue 3**

**1. APPLICANT'S DETAILS**

Name:	
Address:	
Daytime Tel no:	Mobile Tel:
Home Tel:	e-mail address:
Height:	Weight in flying kit:

Brief details of flying experience:	
Total Flying Hours:	Total Flying Hours P1:
Flying hours P1 in last 12 months:	
Pilot licences, ratings held and year granted:	

**2. FLIGHT TEST DETAILS**

Application to test aircraft type:		Reg'n:	G-
Purpose of flight test:			

**3. AIRCRAFT TYPES ON WHICH IN CURRENT PRACTICE**

Aircraft type	Hours on type	Hours on type in last 12 months

**4. DETAILS OF PREVIOUS TEST FLYING TRAINING**

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**5. DETAILS OF PREVIOUS TEST FLYING EXPERIENCE**

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**6. DETAILS OF ANY AVIATION ACCIDENTS SUFFERED IN LAST 5 YEARS WHILE ACTING AS PILOT**

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**7. REFERENCES:** (experienced pilots known to the LAA)

Name: Referee (1)		Name: Referee (2)	
I have known the applicant for several years, as far as I am aware the above information is correct and I consider him/her a suitable person for carrying out check flights for the purpose as described above.			
Signature: Referee (1)		Signature: Referee (2)	
Date:		Date:	

**PLEASE ALSO SIGN DECLARATION ON PAGE 3**

## **LAA TEST FLYING**

### **RISK**

It is essential that pilots undertaking test flying realise that by its very nature, there is a greater risk involved during test flying than other flying activities, and that non-certificated amateur-built and vintage aircraft do not offer the same level of assurance of safety as does an aircraft with a Certificate of Airworthiness. With non-certified aircraft it is more than ever essential that pilots exercise constant vigilance to provide for their safety.

Pilots must be aware of the fact that pilots owe a legal duty of care not only towards persons carried in the aircraft but also to third parties.

Pilots must be aware of the fact that flying in non-certified aircraft may be an activity specifically precluded from the terms and conditions of personal life insurance policies, etc.

1. It is essential that the pilot carrying out the flight tests is thoroughly familiar with the flight test requirements and meets the requirements of the LAA.
2. Aircraft may not be flown unless a valid Permit Flight Release Certificate is in force.
3. The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so in order to take off or land, in accordance with normal aviation practice.
4. Any changes made to the aircraft during the test period must be cleared through LAA Engineering and suitably recorded as an addendum on the flight test schedule and in the aircraft log books. Changes to the aircraft will usually require an inspection and the raising of a new Permit Flight Release Certificate by the certifying inspector (see LAA Technical Leaflet TL 2.04).
5. The aircraft may only be flown within UK airspace.
6. It is essential that pilots ensure that mandatory third party and (where applicable) passenger liability insurance requirements are met. Any aviation accidents or losses suffered by the pilot in the last five years (while acting as pilot) must be declared to the insurance company providing the cover, prior to flying the aircraft. This includes flying reliant on an insurance policy where the pilot is not named as an individual but qualifies under a blanket approval, for example policies which include any pilot nominated by the LAA or CAA for the purposes of carrying out test flying.

### **ADDITIONAL NOTES FOR MULTI-SEAT AIRCRAFT**

It is illegal to carry passengers on a test flight under 'A' Conditions.

1. Crew, other than the pilot, may only be carried when required in order to carry out a duty in relation to the test flight or for observation of the tests.
2. Crew, other than the pilot, may not be carried until the flying characteristics of the aircraft have been determined when flown solo, and found to be satisfactory and typical of type.
3. Crew must be suitably briefed by the pilot and made aware of the fact that there is marginally more risk during a test flight than at other times.
4. It is strongly recommended that ballast should be used in order to comply with any prescribed loading requirements. Crew members should not be carried merely for the purpose of acting as ballast to achieve a desired gross weight.

### **DECLARATION**

- I have read and understood the above and agree to undertake any flying carried out in a LAA aircraft in accordance with the LAA / CAA requirements.
- I undertake to report the results of any tests carried out in an accurate & correct manner.
- I accept that flight tests inevitably involve increased risk and accept full responsibility for my actions as pilot of a non-certificated aircraft.

Signed: .....

Dated: .....

**IF FAXING THIS FORM, PLEASE ALSO FORWARD THE ORIGINAL COPY TO LAA ENGINEERING.**