



LAPL(A)

**Skill test / Proficiency check
Application and report form**

Applicant's licence number:

Applicant

last name: _____ first name: _____ date of birth: _____

place of birth: _____ place of origin: _____ nationality: _____

private address: post code: _____ city: _____ street: _____

phone/fax home: _____ phone/fax office: _____

e-mail: _____

initial skill test repetition of failed / partially passed skill test, from date: _____

conversion to an EASA licence LAPL (A) proficiency check

Instructor

last name: _____ first name: _____

licence number: _____ signature of flight instructor: _____

The ATO confirms that the candidate has been trained according to the approved syllabus and assures the level of proficiency required.

ATO/DTO name: _____ registration number: _____

name of head of training: _____ licence number: _____

location & date: _____ signature of head of training: _____

1 Details of flight

date: _____ type of aeroplane: _____ registration: _____ class/type: _____

departure/destination _____ block-off: _____ block-on: _____ block time: _____ # of landings: _____

2 Result of skill test

*delete as necessary

Applicant's signature

3 Remarks

Examiner:

last name: _____ first name: _____

examiner authorisation: _____ licence number: _____

location and date: _____ signature of flight examiner: _____

Applicant's licence number:

Instruction / experience report

A copy of the relevant logbook pages (flight experience & STD pages) showing the confirmed completion of the flight instruction must be attached to this form. Please make sure to mark your licence number together with your signature at the bottom of the pages.

Summary of conditions and flying experience before LAPL(A) skill test

- a) Applicants minimum age: 17 years
- b) Enclose copy of passport
- c) EASA Medical class 1 or 2 or LAPL valid until: _____
- d) Theoretical examination PPL(A) passed date: _____
- e) VFR radiotelephony practical test passed date: _____
 Language proficiency MNM level 4 if applicable valid until: _____
- f) Flight instruction (MNM 30 HR) hours: _____

Holders of an SPL with TMG extension shall have completed **at least** _____ hours
21 hours of flight time on TMGs after the endorsement of the
TMG extension and shall comply with the requirements of
FCL.135. A(a) on aeroplanes (MNM 3 HR of flight instruction
 including 10 dual take-offs and landings and _____ hours
 10 supervised solo take-offs and landings)

- g) Dual instruction (MNM 15 HR) hours: _____
- h) Solo instruction (MNM 6 HR) hours: _____
 of which
 solo cross country (MNM 3 HR) hours: _____
 Leg 1 DEP _____ DEST _____ KM _____
 Leg 2 DEP _____ DEST _____ KM _____
 total (MNM 150 Km great circle distance) KM _____

Additional training for night qualification:

- i) Night flight experience (MNM 5 HR) hours: _____
- j) Dual instruction (MNM 3 HR) hours: _____
 incl. dual cross country navigation (MNM 1 HR) hours: _____
 Solo take-offs and landings (MNM 5) take-offs: _____
 landings: _____

Additional for extension of privileges to another class or variant or for pilots credited acc. FCL110.A(b):

to be completed by examiner

Demonstration of theoretical knowledge acc. FCL135.A (a)(2)		passed	failed	
i	Operational procedures			
ii	Flight performance and planning			
iii	Aircraft general knowledge			
				examiner's signature

Applicant's licence number:

Conduct of the skill test

An applicant shall pass all applicable sections. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.

Further training may be required following any one failed skill test. Failure to achieve a pass in all sections of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

The Authority will provide the FE with adequate safety advice to ensure that the test is conducted safely.

Should the applicant choose to terminate a skill test for reasons considered inadequate by the FE, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

Any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.

An applicant shall be required to fly the aeroplane from a position where the pilot-in-command functions can be performed and carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with national regulations.

The route to be flown for the navigation test shall be chosen by the FE. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board.

An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane which the test is being taken. During pre-flight preparation for the test the applicant is 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 operations manual or flight manual for the aeroplane used.

The FE will take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Hinweis:

Innert 10 Tagen nach Zustellung des Ergebnisses des Skilltests/Proficiencychecks kann beim Bundesamt für Zivilluftfahrt, 3003 Bern, schriftlich die Ausstellung einer beschwerdefähigen Verfügung über das Prüfungsergebnis verlangt werden.

Remarque:

Il est possible, dans les dix jours suivant la communication du résultat du Skill Test/Proficiency Check d'obtenir, sur réquête écrite auprès de l'Office fédéral de l'aviation civile, 3003 Berne, une décision susceptible de recours portant sur le résultat dudit examen.

Avviso:

Entro dieci giorni dall'invio dei risultati dello Skill Test/Proficiency Check può essere richiesta per iscritto all'Ufficio federale dell'aviazione civile, 3003 Berna, una decisione impugnabile sull'esito dell'esame.

Remark:

Within 10 days after receipt of this skill test/proficiency check result, an appealable decision about the test / check results may be requested in writing to the Federal Office of Civil Aviation, 3003 Bern, using one of the official languages (German/French/Italian)

Applicant's licence number:

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Section 0			
		pass	fail
	Verbal examination of theoretical knowledge		
			examiner's signature

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 1		Pre-flight operations & departure			
		1 attempt		2 attempt	
		pass	fail	pass	fail
a	Pre-flight documentation NOTAM and Weather briefing				
b	Mass & balance and performance calculation				
c	Aeroplane inspection & servicing				
d	Engine starting and after starting procedures				
e	Taxiing & aerodrome procedures, pre take-off procedures				
f	Take-off and after take-off checks				
g	Aerodrome departure procedures				
h	ATC liaison: compliance				
please delete as necessary		passed		failed	
			examiner's signature		

Section 2		General airwork			
		1 attempt		2 attempt	
		pass	fail	pass	fail
a	ATC liaison				
b	Straight and level flight with speed changes				
c	Climbing:				
	i. Best rate of climb				
	ii. Climbing turns				
	iii. Levelling off				
d	Medium (30° bank) turns, look-out procedures and collision avoidance				
e	Steep (45° bank) turns				
f	Flight at critically low airspeed with and without flaps				
g	Stalling:				
	i. clean stall and recover with power				
	ii. Approach to stall in descending turn with bank angle 20°, approach configuration				
	iii. Approach to stall in landing configuration				
h	Descending:				
	i. With and without power				
	ii. Descending turns (steep gliding turns)				
	iii. Levelling off				
please delete as necessary		passed		failed	
			examiner's signature		

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 3		En-route Procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Flight plan, dead reckoning & map reading					
b	Maintenance of altitude, heading and speed					
c	Orientation, timing and revision of ETAs & log keeping					
d	Diversion to alternate aerodrome (planning and implementation)					
e	Flight management (checks, fuel systems & carburetor icing, etc.)					
f	ATC liaison: compliance					
please delete as necessary		passed		failed		examiner's signature

Section 4		Approach and landing procedures				
		1 attempt		2 attempt		
		pass	fail	pass	fail	
a	Aerodrome arrival procedure					
b	Collision avoidance (look-out procedures)					
c	Precision landing (short field landing) and crosswind, if suitable conditions prevailing					
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					
please delete as necessary		passed		failed		examiner's signature

Applicant's licence number:

Use of checklist, airmanship, A/C limitations must be respected in all sections

Section 5		Abnormal & emergency procedures			
(This section may be combined with Sections 1 to 4)		1 attempt		2 attempt	
		pass	fail	pass	fail
a	Simulated engine failure after take-off				
b *	Simulated forced landing				
c *	Simulated precautionary landing				
d	Simulated emergencies				
e	Oral questions				
please delete as necessary		passed		failed	
		examiner's signature			

* this items may be combined at the discretion of the FE

By signing this form, I declare:

- a) I do not possess a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- b) I have not applied for a pilot licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State.
- c) I have never possessed any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- d) that the information provided are correct. I am aware of the consequences of providing false information, such as being denied a license, certificate, rating, authorisation or attestation, or having it revoked or cancelled.

Name:

Signature of applicant:

Date and place: