



**LAPL(A)**

Application & report form

Applicant's Licence Nr.

**Applicant** : Last name: \_\_\_\_\_ First name: \_\_\_\_\_ Date of birth: \_\_\_\_\_

**Private address**: Street/box: \_\_\_\_\_

Postal code: \_\_\_\_\_ City: \_\_\_\_\_ Country: \_\_\_\_\_

Phone mobile: \_\_\_\_\_ e-mail: \_\_\_\_\_

**To be completed by examiner:**

<input type="checkbox"/> Skill Test	<input type="checkbox"/> LAPL(A)	<input type="checkbox"/> Initial Skill Test	
<input type="checkbox"/> Proficiency Check		<input type="checkbox"/> Conversion to an EASA licence	
		<input type="checkbox"/> Recency	

Details of check:					
Date:	Type of aeroplane:	Registration:	Class Rating:		
Departure:	Destination:	Block-off:	Block-on:	Block time:	# of landings:
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

<b>Result:</b>	<input type="checkbox"/> passed	<input type="checkbox"/> failed (see last page)	<input type="checkbox"/> partial passed (see last page)
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**Remarks:**

*I confirm that the test/check has been carried out in full compliance with the provisions of FCL.1005, FCL.1015(c) and FCL.1030.*

Examiner last name:	First name:
Examiner licence Nr.:	Examiner Certificate Nr.:
Date and place:	Signature of Examiner:

**To be completed by applicant:**

I declare that

- 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.
- 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.
- 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authorisation or attestation with the same scope and in the same category issued in another EASA Member State which was revoked or suspended in any other EASA Member State.
- the information provided is 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.
- I have received the test/check result and been informed about my rights of appeal

Date and place: .....Signature of applicant .....

*ADMINISTRATIVE INFORMATION – FOR FOCA ONLY*

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Licence Nr.

**Recommendation for the skill test**

ATO/ DTO name: \_\_\_\_\_ Registration nr.: \_\_\_\_\_  
Name of Head of Training: \_\_\_\_\_ Licence nr.: \_\_\_\_\_  
Location & date: \_\_\_\_\_ Signature of Head of Training: \_\_\_\_\_

**Details of conditions: instruction and flying experience before LAPL(A) skill test**

- a) Applicants minimum age: 17 years
- b) Enclose copy of passport
- c) EASA Medical class  LAPL  2  1 valid until: \_\_\_\_\_
- d) Theoretical examination PPL(A) passed date: \_\_\_\_\_
- e) VFR radiotelephony practical test passed date: \_\_\_\_\_
- f) Language proficiency check MNM level 4 passed (if applicable) date: \_\_\_\_\_
- g) Total flight experience according PART FCL.110.A (MNM 30 HR) hours: \_\_\_\_\_  
 Holders of an SPL with TMG extension shall have completed at least 21 hours of flight time (MNM 21 HR) hours: \_\_\_\_\_  
 on TMGs after the endorsement of the TMG extension and (MNM 3 HR) hours: \_\_\_\_\_  
 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 10 supervised solo take-offs and landings). (MNM 10) T/O / LDG:   /

**A copy of the relevant logbook pages must be submitted**

- h) Dual instruction (MNM 15 HR) hours: \_\_\_\_\_
- i) Solo instruction (MNM 6 HR) hours: \_\_\_\_\_  
 of which solo cross country (MNM 3 HR) hours: \_\_\_\_\_  
 1 solo flight incl. 2 stops (MNM 150 km great circle distance): date: \_\_\_\_\_  
 LEG 1 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ great circle dist. km: \_\_\_\_\_  
 LEG 2 DEP: \_\_\_\_\_ DEST: \_\_\_\_\_ great circle dist. km: \_\_\_\_\_  
 total km: \_\_\_\_\_

**Additionally 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	notice
Operational procedures			
Flight performance and planning			
Aircraft general knowledge			
			Examiner's signature

**A copy of the relevant logbook pages showing the confirmed completion of the flight instruction must be attached to this form**



Licence Nr.

Section 0. Examination of theoretical knowledge	passed	failed
Examiner initials		

Section 1. Pre-flight operations & departure	passed	failed	n/a
a. Pre-flight documentation, NOTAM and weather briefing			
b. Mass and balance and performance calculation			
c. Aeroplane or TMG inspection and servicing			
d. Engine starting and after starting procedures			
e. Taxiing and aerodrome procedures, pre-take-off procedures			
f. Take-off and after take-off checks			
g. Aerodrome departure procedures			
h. ATC liaison: compliance			
<b>if n/a, a justification is needed under "remarks" on page one of this form</b>			
Examiner initials			

Section 2. General airwork	passed	failed	n/a
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 air speed with and without flaps			
g. Stalling: i. clean stall and recover with power; ii. approach to stall 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.			
<b>if n/a, a justification is needed under "remarks" on page one of this form</b>			
Examiner initials			

Section 3. En-Route procedures	passed	failed	n/a
a. Flight plan, dead reckoning and map reading			
b. Maintenance of altitude, heading and speed			
c. Orientation, airspace structure, timing and revision of ETAs, log keeping			
d. Diversion to alternate aerodrome (planning and implementation)			
e. Flight management (checks, fuel systems, carburettor icing, etc.)			
f. ATC liaison: compliance			
<b>if n/a, a justification is needed under "remarks" on page one of this form</b>			
Examiner initials			

Section 4. Approach and landing procedures	passed	failed	n/a
a. Aerodrome arrival procedures			
b. Collision avoidance (look-out procedures)			
c. Precision landing (short field landing) and crosswind, if suitable conditions available			
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			
<b>if n/a, a justification is needed under "remarks" on page one of this form</b>			
Examiner initials			

Section 5. Abnormal & emergency procedures	passed	failed	n/a
This section may be combined with Sections 1 to 4			
a. Simulated engine failure after take-off			
b. *) Simulated forced landing			
c. *) Simulated precautionary landing			
d. Simulated emergencies			
e. Oral questions			
*) this items may be combined at the discretion of the FE			
<b>if n/a, a justification is needed under "remarks" on page one of this form</b>			
Examiner initials			



Licence Nr.

### 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.



Licence Nr.

This page should be completed in all cases by the Examiner. Refer to GM/INFO Examination Guide for details

Competency Performance Indicator (CPI) For Observable Behaviours OBs, refer to GM/INFO Examination Guide	Remark and notes	Grading Section				
		1	2	3	4	5
<b>K - Application of knowledge</b> Demonstrates knowledge and understanding of relevant information, operating instructions, aircraft systems and the operating environment						
<b>P - Application of procedures and compliance with regulations</b> Identifies and applies appropriate procedures in accordance with published operating instructions and applicable regulations						
<b>M - Aircraft flight path management — manual control</b> Controls the flight path through manual control						
<b>A - Aircraft flight path management — automation</b> Controls the flight path through automation						
<b>C - Communication</b> Communicates through appropriate means in the operational environment, in both normal and non-normal situations						
<b>L - Leadership &amp; teamwork</b> Influences others to contribute to a shared purpose. Collaborates to accomplish the goals of the team						
<b>D - Problem-solving — decision-making</b> Identifies precursors, mitigates problems, and makes decisions						
<b>S - Situation awareness and management of information</b> Perceives, comprehends/manages information and anticipates its effect on the Flight						
<b>W - Workload management</b> Maintains available workload capacity by prioritising and distributing tasks using appropriate resources						
Free Text/ notes						

1=Fail / 2=Below Standard / 3=Standard / 4=Above Standard / 5=Outstanding acc. FOCA Examination Guide

