

Autoritatea Aeronautică Civilă Română



Operator de date cu caracter personal înregistrat la ANSPDCP cu nr. 20425

Anexa 36. CPN-T-LAPL(A)-EN

AACR Nr. _____ / _____

LAPL(A) SKILL TEST

Applicant name & surname		Applicant signature	
Licence type and No.:			
1	Details of flight		
Class/type aeroplane		Departure aerodrome	
Registration		Destination aerodrome:	
Block time off:		Block time on:	
Total block time:		Take-off time:	Landing time:
2	Result of Test		
Pass		Fail	Partial pass
3	Remarks		
Location and date:		Type and number of examiner's licence:	
Signature of examiner:		Name of examiner, in capitals:	

CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A) (AMC1 FCL.125)

- (a) The route to be flown for the skill test should be chosen by the FE. The route should end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration of at least 30 minutes which allows the pilot to demonstrate his/her 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) An applicant should indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the flight manual or the authorised checklist for the aeroplane or TMG on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane or TMG used.

FLIGHT TEST TOLERANCE

- (c) The applicant should demonstrate the ability to:
 - (1) operate the aeroplane or TMG within its limitations;
 - (2) complete all manoeuvres with smoothness and accuracy;
 - (3) exercise good judgment and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) maintain control of the aeroplane or TMG at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (d) The following limits are for general guidance. The FE should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane or TMG used:
 - (1) height:

normal flight	± 150 ft
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 - (2) speed: (i)

take-off and approach	+15/-5 knots
all other flight regimes	± 15 knots

P	Pass	R	Pass after repeat	F	Fail	N/A	/	Not done	
1								2	3
PROCEDURES								A	Examiners signature
SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE									
a	Pre-flight documentation and weather brief								
b	Mass and balance and performance calculation								
c	Aeroplane 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, R/T procedures								
SECTION 2 GENERAL AIRWORK									
a	ATC liaison – compliance, R/T procedure								
b	Straight and level flight, with speed changes								
c	Climbing: i. Best rate of climb ii. Climbing turns iii. Leveling off								
d	Medium (30° bank) turns								
e	Steep (45° bank) turns (including recognition and recovery from a spiral dive)								
f	Flight at critically low airspeed 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. Leveling off								
SECTION 3 EN ROUTE PROCEDURES									
a	Flight plan, dead reckoning and 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								
SECTION 4 APPROACH AND LANDING PROCEDURES									
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 – compliance		
i	Actions after flight Simulated engine failure after take-off (SINGLE-ENGINE ONLY)		
SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES			
<p><i>This section may be combined with Sections 1 through 4</i></p> <ul style="list-style-type: none"> <i>Items may be combined, at the discretion of the FE.</i> 			
a	Simulated engine failure during take-off		
b	* Simulated forced landing		
c	* Simulated precautionary landing		
d	Simulated emergencies		
e	Oral questions		

RESULT	PASS		FAIL	
EXAMINER Licence No.		EXAMINER Certificate/Auth. No.		

I hereby confirm receiving the relevant information from the applicant regarding his/her experience and instruction, and found the applicant being eligible, in accordance with FCL.1030 (b)(3)(i), for the conduct of the requested skill test or proficiency check.

ADDITIONAL DECLARATION FOR NON-ROMANIAN EXAMINERS:

- in accordance with FCL.1030(b)(3)(iv) -

I hereby declare that I,, have reviewed and applied the relevant national procedures and requirements of the applicant's competent authority contained in version of the **Examiner Differences Document** published by EASA.

Signature of examiner:		Date:	
Name of examiner, in capitals:			

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