

**PAC-FCL Partea 3 - Anexa 36. FCL-T-LAPL(A)-EN**

**AACR No.** \_\_\_\_\_ / \_\_\_\_\_

**LAPL(A) SKILL TEST**

Applicant's last name(s) and first name(s):			
Signature of applicant:			
Type of licence*:	Licence number*:		
<b>1</b>	<b>Details of the flight</b>		
Group, class, type of aircraft:		Registration:	
Aerodrome or site:	Take-off time:	Landing time:	Flight time:
Total flight time:			
<b>2</b>	<b>Result of the test</b>		
Pass		Fail	Partial pass
<b>3</b>	<b>Remarks</b>		
Location and date:			
Examiner's certificate number *:		Type and number of licence:	
Signature of examiner:		Name(s) in capital letters:	

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

- (1) 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.
- (2) 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**

- (3) The applicant should demonstrate the ability to:
  - (i) operate the aeroplane or TMG within its limitations;
  - (ii) complete all manoeuvres with smoothness and accuracy;
  - (iii) exercise good judgment and airmanship;
  - (iv) apply aeronautical knowledge;
  - (v) 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.
- (4) 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:
 

(i) height:	normal flight	± 150 ft
(ii) speed:	take-off and approach	+15/-5 knots
	all other flight regimes	± 15 knots

**CONTENT OF THE SKILL TEST**

- (5) The skill test contents and sections set out in this AMC should be used for the skill test for the issue of a LAPL(A):

**P** Pass     
  **R** Pass after repeat     
  **F** Fail     
  **N/A** /  Not done

	<b>PROCEDURES</b>	<b>A</b>	Examiners signature
<b>SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE - Use of checklist, airmanship, control of aeroplane or TMG by external visual reference, anti/de-icing procedures, etc. apply in all sections.</b>			
a	Pre-flight documentation NOTAM and weather brief		
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>SECTION 2 GENERAL AIRWORK</b>			
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 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>SECTION 3 EN ROUTE PROCEDURES</b>			
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>SECTION 4 APPROACH AND LANDING PROCEDURES</b>			
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>SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES - This section may be combined with Sections 1 through 4</b>			
a	Simulated engine failure during take-off		
b	* Simulated forced landing		
c	* Simulated precautionary landing		
d	Simulated emergencies		
e	Oral questions		

\* *Items may be combined, at the discretion of the FE.*

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.

of examiner:		Date:	
Name and signature of examiner, in capitals:			



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