

LAPL(A) - Issuance of a Light Aircraft Pilot Licence

Application for the issue of a Light Aircraft Pilot Licence LAPL(A) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart B

Please fill in the framed fields of the form, sign it and send it together with attachments to pilots@austrocontrol.at, or via FAX to +43 51703 1536, or by post to:

AUSTRO CONTROL GmbH, Aviation Agency, Schnirchgasse 17, 1030 Vienna, Austria

1 Type of application

I apply for the issue of a Light Aircraft Pilot Licence LAPL(A) according to Commission Regulation (EU) No 1178/2011 Annex I (Part-FCL) Subpart B.

2 Applicant

Title First Name Last Name

Street City Postal code Country

Telephone E-Mail

Date of Birth Place of Birth Citizenship

Place Date Signature

3 Confirmation of the theoretical training by the ATO

From (Date) Until (Date) HT/CTKI (or deputy, if applicable) (Name) ATO (Approval Number)

It is confirmed that the training was performed in compliance with the provisions of Part-FCL and the approved training manuals, and that the applicant possesses all relevant theoretical knowledge to take the theoretical examination.

Signature of HT/CTKI and Seal of ATO

4 Confirmation of the successfully passed theoretical examination (to be filled by the competent authority ACG)

Name and Signature of the responsible Official Date and Seal of the competent Authority

5 Confirmation of the practical training by the ATO

From (Date) Until (Date) HT/CFI (or deputy, if applicable) (Name) ATO (Approval Number)

It is confirmed that the training has been performed in compliance with Part-FCL and the approved training manuals, and that the applicant possesses all relevant knowledge and skills for the skill test on following class:

Signature of HT/CFI and Seal of ATO

single engine piston land aeroplanes < 2t MTOW

TMG

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6 Summary of the ATO of knowledge and flight experience before the skill test is taken

General requirements

a) LAPL medical certificate

valid until:

b) Radiotelephony licence

date of issue:

c) Language proficiency min. level 4

German

English

date of test:

Flight experience and training

state actual time

d) Number of hours dual flight instruction in the class in which the skill test will be taken

min. 15 hours:

e) Number of hours solo flight

min. 6 hours:

thereof solo cross-country

min. 3 hours:

f) Flight instruction on aeroplanes or TMGs

min. 30 hours:

g) Credits according to FCL.110.A c)

type of credit/
license of the applicant:

number of flight hours credited:
(max. 15 hours)

Solo cross-country flight

Leg 1

Date:

Dep:

Dest:

Km/NM:

Leg 2

Date:

Dep:

Dest:

Km/NM:

Leg 3 (optional)

Date:

Dep:

Dest:

Km/NM:

Total (min. 150 km / 80 NM great circle distance)

7 Attachments (Please attach, if not specified differently, copies of the listed documents to the application)

- Medical certificate
- Pilot logbook (original)
- Residential registration form
- Either birth certificate and certificate of citizenship or official photo-ID (original or attested copy)
- Radiotelephony licence
- Protocol of the language proficiency examination (if not already submitted by LPE)
- Confirmation of payment of the examination fee
- 1 passport picture
- In case of credits according to 6 g) enclose relevant documentation

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8 Conduct of the skill test

Applicant	First Name	Last Name							
Examiner	First Name	Last Name	Examiner Number	Seat occupied					
Aircraft	Class/Type/Variant		Registration						
Flight details	Date of Test		Time on Controls		# Landings		# Approaches		
Leg #1	Block-off	Departure	Destination	Block-on	Leg #2 (if applicable)	Block-off	Departure	Destination	Block-on

9 Skill test report

SECTION 1 - PRE-FLIGHT OPERATIONS AND DEPARTURE		1 st attempt	2 nd attempt
Use of checklist, airmanship, control of aeroplane or TMG by external visual reference, anti-icing/de-icing procedures, etc., apply in all sections			
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 check		
g	Aerodrome departure procedures		
h	ATC liaison: compliance		
SECTION 2 - GENERAL AIRWORK		1 st attempt	2 nd attempt
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		
<i>SECTION 2 CONTINUES</i>			

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SECTION 2 (CONTINUED)			
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		
SECTION 3 - EN-ROUTE PROCEDURES			1 st attempt 2 nd attempt
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)	<i>to alternate</i>	
e	Flight management (checks, fuel systems, carburetor icing, etc.)		
f	ATC liaison: compliance		
SECTION 4 - APPROACH AND LANDING PROCEDURES			1 st attempt 2 nd attempt
a	Aerodrome arrival procedures		
b	Collision avoidance (look-out procedures)		
c	Precision landing (short field landing), crosswind, if suitable conditions available	<i>aerodrome</i>	
d	Flapless landing (if applicable)	<i>aerodrome</i>	
e	Approach to landing with idle power	<i>aerodrome</i>	
f	Touch and go	<i>aerodrome</i>	
g	Go-around from low height	<i>aerodrome</i>	
h	ATC liaison		
i	Actions after flight		
SECTION 5 (This section may be combined with sections 1 to 4) ABNORMAL AND EMERGENCY PROCEDURES			1 st attempt 2 nd attempt
a	Simulated engine failure after take-off	<i>aerodrome</i>	
b	* Simulated forced landing	<i>place/aerodrome</i>	
c	* Simulated precautionary landing	<i>place</i>	
SECTION 5 CONTINUES			

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SECTION 5 (CONTINUED)

d	Simulated emergencies		
e	Oral questions		

Items marked with (*) may be combined, at the discretion of the FE.

RESULTS OF THE SKILL TEST SECTIONS

	1	2	3	4	5	
„P“ - passed						
„F“ - failed						
REMARKS (if any)						

10 Result of the skill test

PASSED

PARTIALLY PASSED

FAILED

Signature of Examiner

Signature of Applicant

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11 Guidelines for the conduct of the LAPL(A) skill test - AMC1 FCL.125

CONTENTS OF THE SKILL TEST

- (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 the 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
 - (2) Speed
 - (i) take-off and approach + 15 / - 5 knots
 - (ii) all other flight regimes ± 15 knots