



**Direction de l'Aviation Civile  
Grand-Duché de Luxembourg**

## LAPL (A) SKILL TEST FORM

FORMULAIRE D'ÉPREUVE PRATIQUE D'APTITUDE LAPL (A)

Numéro de licence du candidat / Applicant's licence number:

AMC 1 FCL.215 & FCL.235 (See FCL.235)

### FORMULAIRE DE DEMANDE ET DE COMPTE RENDU pour l'épreuve pratique d'aptitude LAPL(A) APPLICATION AND REPORT FORM for the LAPL(A) skill test

Nom du candidat : <i>Applicant's last name:</i>		Prénoms : <i>First names:</i>	
Signature: <i>Signature</i>		Pays de délivrance: <i>Issuing State :</i>	

### 1. Déroulement du vol / Details of the flight

Type d'avion : <i>Type of aeroplane:</i>		Immatriculation : <i>Registration:</i>	
Aérodrome de départ : <i>Departure aerodrome :</i>		Aérodrome d'arrivée : <i>Destination aerodrome:</i>	
Heure de décollage : <i>Take-off time:</i>		Heure d'atterrissage : <i>Landing time :</i>	
Temps de vol: <i>Flight time:</i>		Temps de vol total : <i>Total flight time:</i>	

### 2. Résultat de l'épreuve / Result of the test

Détails de l'épreuve :  
*Skill Test details :*

RÉUSSI / PASSED *	ÉCHEC / FAILED *	RÉUSSITE PARTIELLE / PARTIAL PASS*
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### 3. Remarques / Remarks


#### The examiner confirms the adherence to FCL.1030 a) through d)

Lieu et date : <i>Location and date :</i>		Type et numéro de licence du FE : <i>Type and number of FE's licence:</i>	
Signature du FE : <i>Signature of FE :</i>		Nom du FE en lettres majuscules : <i>Name of FE in capitals:</i>	

\* biffer si nécessaire / delete as necessary



Date:	Applicant's licence number:
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## **AMC 1 to FCL.125**

### **THEORETICAL KNOWLEDGE EXAMINATION AND SKILL TEST FOR THE LAPL**

#### **(a) Theoretical knowledge examination**

- (1) The examinations should be in written form and should comprise a total of 120 multiple-choice questions covering all the subjects.
- (2) For the subject 'communication' practical classroom testing may be conducted.
- (3) The competent authority should inform applicants of the language(s) in which the examinations will be conducted.

#### **(b) Skill test**

Further training may be required following any failed skill test or part thereof. There should be no limit to the number of skill tests that may be attempted.

#### **(c) Conduct of the test**

- (1) If the applicant chooses to terminate a skill test for reasons considered inadequate by the FE, the applicant should retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed should be tested in a further flight.
- (2) 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 skill requires a complete retest.
- (3) An applicant should be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight should be allocated in accordance with national regulations.

### **CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A)**

- (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  $\pm 150$  ft
- (2) speed:
  - (i) take-off and approach  $+15/-5$  knots
  - (ii) all other flight regimes  $\pm 15$  knots

### **CONTENT OF THE SKILL TEST**

- (e) 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):

Date:	Applicant's licence number:
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**AMC 1 to FCL.125**

**Contents of the skill test for the issue of a LAPL(A)**

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.		
		Examiner's Initials when test completed
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	
SECTION 2 GENERAL AIRWORK		
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	
SECTION 3 EN-ROUTE PROCEDURES		
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 compliance, and R/T procedures	

Date:	Applicant's licence number:
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AMC 1 to FCL.125

		Examiner's Initials when test completed
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**SECTION 4  
APPROACH AND LANDING PROCEDURES**

a.	Aerodrome arrival procedures	
b.	Collision avoidance (look-out procedures)	
c.	Precision landing (short field landing) and cross wind, 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	

**SECTION 5  
ABNORMAL AND EMERGENCY PROCEDURES**

This section may be combined with Sections 1 through 4.

a.	Simulated engine failure after take-off	
b.	* Simulated forced landing	
c.	*Simulated precautionary landing	
d.	Simulated emergencies	
e.	Oral questions	

\* some of these items may be combined at the discretion of the Flight Examiner.

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**Direction de l'Aviation Civile**  
Grand-Duché de Luxembourg

## INFORMATION NOTE ON DATA PROTECTION

NOTICE D'INFORMATION SUR LA PROTECTION DES DONNEES

### Personnel licences

Licences du personnel

Personal data are processed for the purpose of the issuance, renewal/revalidation, transfer and continuous oversight of national and European pilot licences, of aircraft maintenance licences and of cabin crew attestations.

Les données à caractère personnel sont traitées en vue de la délivrance, le renouvellement/la revalidation, le transfert et la supervision continue des licences nationales et européennes des pilotes, licences de maintenance d'aéronefs et des certificats des membres d'équipage.

The data subject has the right :

- to access to their personal data,
- to rectification or erasure of personal data or restriction of processing,
- to object to processing,
- to withdraw consent at any time where processing is based on consent, and
- to lodge a complaint with the CNPD (<https://cnpd.public.lu/en.html>).

Toute personne concernée a le droit :

- d'accéder à ses données personnelles,
- de demander la rectification ou l'effacement des données personnelles, ou la limitation du traitement,
- de s'opposer au traitement,
- de retirer son consentement à tout moment lorsque le traitement est fondé sur le consentement, et
- d'introduire une réclamation auprès de la CNPD (<https://cnpd.public.lu/fr.html>).

Failure to provide the requested personal data will prevent the issuance, renewal/revalidation or transfer of the licence or attestation in question.

Le fait de ne pas fournir les données à caractère personnel requises à la DAC fera obstacle à la délivrance, le renouvellement/la revalidation ou le transfert de la licence ou du certificat en question.

**For more detailed information on the protection of your personal data, please consult our website:**

<https://dac.public.lu/direction/RGPD/index.html>

[#GDPR](#)

**Pour des informations plus détaillées sur la protection de vos données personnelles, veuillez consulter notre site web :**

<https://dac.public.lu/direction/RGPD/index.html>

[#RGPD](#)



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