

**LAPL(A) SKILL TEST****AAC****Anexa nr.36**

AAC No. _____ / _____

| LAPL(A) SKILL TEST | | | | | |
|------------------------------|--------------------------|----------------------------------------------|--|----------------------|--|
| Applicant's name and surname | | | | | |
| Licence type and No. | | Applicant signature | | | |
| 1 | <i>Details of flight</i> | | | | |
| <i>Class/type aeroplane</i> | | <i>Departure aerodrome</i> | | | |
| <i>Registration</i> | | <i>Destination aerodrome:</i> | | | |
| <i>Block time off:</i> | | <i>Block time on:</i> | | | |
| <i>Total block time:</i> | | <i>Take-off time:</i> | | <i>Landing time:</i> | |
| 2 | <i>Remarks</i> | | | | |
| | | | | | |
| | | | | | |
| <i>Location and date</i> | | <i>Type and number of examiner's licence</i> | | | |
| <i>Signature of examiner</i> | | <i>Name of examiner, in capitals</i> | | | |

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.
- (3) Pass marks
 - (i) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (ii) Failure in any item of a section will cause the applicant to fail the entire section. If the applicant fails only 1 section, he/she shall repeat only that section. Failure in more than 1 section will cause the applicant to fail the entire test.
 - (iii) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (iv) Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.
- (4) 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;
 - (iv) 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.
- (5) 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



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| P | Pass | R | Pass after repeat | F | Fail | N/A | Not applicable | / | Not done | |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------|---|------|-----|----------------|---|----------|---------------------|
| 1 | | | | | | | | | 2 | 3 |
| PROCEDURES | | | | | | | | | A | Examiners signature |
| SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE | | | | | | | | | | |
| 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 | | | | | | | | | |
| SECTION 2 GENERAL AIRWORK | | | | | | | | | | |
| a | ATC liaison – compliance | | | | | | | | | |
| 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 liaison: compliance | | | | | | | | | |
| SECTION 4 APPROACH AND LANDING PROCEDURES | | | | | | | | | | |
| a | Aerodrome arrival procedures | | | | | | | | | |
| b | Collision avoidance (look-out procedures) | | | | | | | | | |

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| | | | |
|---|-----------------------------------------------------------------------------------------|--|--|
| 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 | | |

SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES

*This section may be combined with Sections 1 through 4 *
Items may be combined, at the discretion of the FE.*

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

| | | | | | | |
|-------------------------|------|--|------------------------------------|--|------|--|
| RESULT | PASS | | PARTIAL 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-MOLDAVIAN 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 the Briefing examiners (non-Moldavian) published by CAA RM.

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