

EASA Light Aircraft Pilot Licence (LAPL)

General

The following guidance notes are for EASA LAPL holders only with regards how a pilot maintains validity to fly; this is called 'Recency'.

Background

The LAPL is not like any other licence because it does not contain ratings that need to be revalidated or renewed. The LAPL itself is both the rating and the licence.

Pilot's do not revalidate or renew a LAPL, its validity is maintained by recency requirements.

So how do I ensure I have met the recency requirements before I fly?

EASA Part FCL gives the recency requirements for each type of LAPL (see extracts below):

EASA FCL.140.A LAPL(A) - Recency requirements

(a) Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:

(1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:

- 12 take-offs and landings
- refresher training of at least 1 hour of total flight time with an instructor

(2) they have passed a LAPL(A) proficiency check with an examiner. The proficiency check programme shall be based on the skill test for the LAPL(A)

(b) If holders of a LAPL(A) hold both a SEP(land) and a SEP(sea) privilege, they may comply with the requirements in point (a)(1) in either class or a combination thereof which shall be valid for both privileges. For this purpose, at least 1 hour of the required flight time and 6 out of the required 12 take-offs and landings shall be completed in each class.

EASA FCL.140.H LAPL(H) - Recency requirements

Holders of an LAPL(H) shall exercise the privileges of their licence on a specific type only if in the last 12 months they have either:

(a) completed at least six hours of flight time on helicopters of that type as PIC, or flying dual or solo under the supervision of an instructor, including six take-offs, approaches and landings and completed a refresher training of at least 1 hour of total flight time with an instructor

(b) passed a proficiency check with an examiner on the specific type before resuming the exercise of the privileges of their licence. That proficiency check programme shall be based on the skill test for the LAPL(H).

Should there be a signature on my licence in Section XII Certificate of Revalidation?

No there should not be any entry or signature in Section XII Certificate of Revalidation.

If there is it is incorrect and could lead to issues with your National Aviation Authority should your licence be inspected by them.

No entries on these pages

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I already have an entry in Section XII Certification of Revalidation. What shall I do?

Ignore the entry and the date. It has no relevance to a LAPL. Do not cross it out as this action could be interpreted as defacing the licence.

Check the recency requirements for your LAPL in accordance with EASA Part FCL and then follow them.

If I have to pass a Proficiency Check in order to regain recency where does the examiner sign?

The examiner shall make an entry in your pilot logbook only. The examiner shall not make any entries in the licence.

Suggested entry in pilot logbook:

<i>Passed Proficiency Check in accordance with FCL.140</i> DK/E/12345	
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What is the content of the Proficiency Check?

The Proficiency Check should follow the content of the LAPL Skill Test that is set out in EASA AMC1 FCL.125(e) or EASA AMC2 FCL.125(e), see extracts below:

EASA AMC1 FCL.125(e) - LAPL(A) Skill Test

Note: Use of checklist, airmanship, control of aeroplane by external visual reference, anti/icing procedures, etc. apply in all sections

Section 1 Pre-Flight Operations and Departure

Pre-flight documentation, NOTAM and weather briefing
Mass and balance and performance calculation
Aeroplane or TMG inspection and servicing

Engine starting and after starting procedures
Taxiing and aerodrome procedures, pre-take-off procedures
Take-off and after take-off checks
Aerodrome departure procedures
ATC compliance and R/T procedures

Section 2 General Airwork

ATC liaison: compliance
Straight and level flight, with speed changes
Climbing:

- (i) best rate of climb
- (ii) climbing turns
- (iii) levelling off

Medium (30° bank) turns, lookout procedures and collision avoidance
Steep (45° bank) turns
Flight at critically low air speed with and without flaps
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

Descending:

- (i) with and without power
- (ii) descending turns (steep gliding turns)
- (iii) levelling off

Section 3 En-Route Procedures

Flight plan, dead reckoning and map reading
Maintenance of altitude, heading and speed
Orientation, airspace structure, timing and revision of ETAs and log keeping
Diversion to alternate aerodrome (planning and implementation)
Flight management (checks, fuel systems and carburettor icing, etc)
ATC liaison: compliance

Section 4 Approach and Landing Procedures

Aerodrome arrival procedures
Collision avoidance (lookout procedures)
Precision landing (short field landing), crosswind, if suitable conditions available
Flapless landing (if applicable)
Approach to landing with idle power
Touch and go
Go-around from low height
ATC liaison: compliance
Actions after flight

Section 5 Abnormal and Emergency Procedures

(This section may be combined with sections 1 through 4. These items (*) may be combined at the discretion of the FE)
Simulated engine failure after take-off
*Simulated forced landing
*Simulated precautionary landing
Simulated emergencies
Oral questions

EASA AMC2 FCL.125(e) - LAPL(H) Skill Test

Note: Use of checklist, airmanship, control of helicopter by external visual reference, anti/de-icing procedures, etc. apply in all sections

Section 1 Pre-Flight or Post-Flight Checks and Procedures

Helicopter knowledge (for example technical log, fuel, mass and balance, performance), flight planning, NOTAM, and weather briefing

Pre-flight inspection or action, location of parts and purpose

Cockpit inspection, starting procedure

Communication and navigation equipment checks, selecting and setting frequencies

Pre-take-off procedure and ATC liaison

Parking, shutdown and post-flight procedure

Section 2 Hover Manoeuvres, Advanced Handling and Confined Areas

Take-off and landing (lift off and touch down)

Taxi and hover taxi

Stationary hover with head, cross and tail wind

Stationary hover turns, 360° left and right (spot turns)

Forward, sideways and backwards hover manoeuvring

Simulated engine failure from the hover

Quick stops into and downwind

Sloping ground or unprepared sites landings and take-offs

Take-offs (various profiles)

Crosswind and downwind take-off (if practicable)

Take-off at maximum take-off mass (actual or simulated)

Approaches (various profiles)

Limited power take-off and landing

Autorotations (FE to select two items from the following: basic, range, low speed, and 360° turns)

Autorotative landing

Practice forced landing with power recovery

Power checks, reconnaissance technique, approach and departure technique

Section 3 Navigation and En-Route Procedures

Navigation and orientation at various altitudes or heights and map reading

Altitude or height, speed, heading control, observation of airspace and altimeter setting

Monitoring of flight progress, flight-log, fuel usage, endurance, ETA, assessment of track error, re-establishment of correct track and instrument monitoring

Observation of weather conditions and diversion planning

Collision avoidance (look-out procedures)

ATC liaison with due observance of regulations

Section 4 Flight Procedures and Manoeuvres

Level flight, control of heading, altitude or height and speed

Climbing and descending turns to specified headings

Level turns with up to 30 ° bank, 180 ° to 360 ° left and right

Section 5 Abnormal and Emergency Procedures (Simulated Where Appropriate)

Note: The FE selects 4 items from the following:

(i) Engine malfunctions, including governor failure, carburettor or engine icing and oil system, as appropriate

(ii) Fuel system malfunction

(iii) Electrical system malfunction

(iv) Hydraulic system malfunction, including approach and landing without hydraulics, as applicable

(v) Main rotor or anti-torque system malfunction (FFS or discussion only)

- (vi) Fire drills, including smoke control and removal, as applicable
- (vii) Other abnormal and emergency procedures as outlined in appropriate flight manual

If on the day I intend to fly I am missing some recency requirement, do I have to complete a Proficiency Check before I can fly again?

No, you do not. You must complete the missing recency before exercising your LAPL privileges. For example:

a. You are missing the 'refresher training of at least 1 hour of total flight time with an instructor'. You should fly with an instructor and complete the refresher training. The instructor shall endorse your pilot logbook (EASA AMC1 FCL.050). You can now continue to fly using your LAPL.

Suggested pilot logbook entry by instructor:

Training Flight iaw EASA FCL.140.A(a)(1) (add instructor signature + licence number)

Training Flight iaw EASA FCL.140.H(a) (add instructor signature + licence number)

b. You have not completed the required flight time. You should make up the flight time by either:

- i. Flying dual with an instructor, or
- ii. Flying solo under the supervision of an instructor (see note)

c. You have not completed the required take-offs and landings. You should make up the shortfall by either:

- i. Flying dual with an instructor, or
- ii. Flying solo under the supervision of an instructor (see note)

Note: The regulation doesn't specify what type of instructor can do this. We suggest it should be an FI because the FI is experienced in sending student pilots solo and this is effectively what the LAPL holder is, a student pilot, until regaining recency.

If my recency is due to expire before the day I intend to fly, what should I do?

Fly earlier than planned and complete the recency requirements. Apart from the 'refresher training of at least 1 hour of total flight time with an instructor' all other recency items can be completed by the LAPL holder.

Finally....

Keep a track of your recency and plan ahead so you do not get caught out.

Contact Information:

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