



European Aviation Safety Agency

EASA Light Aircraft Pilot Licence LAPL (A)

Flight Training Syllabus

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Name: Telephone (Home):

Membership No. (Work):

Address: (Mobile):

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Date Commenced:

Medical Certificate Type: Expires:

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Light Aircraft Pilot Licence Flight Training Syllabus
and Students Record of Training.

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SECTION 1: Introduction

Becoming a Pilot

Every pilot begins as a student pilot, whether the aim is to fly for a hobby or to fly for a career. Learning to fly does not take long – within the first 20 hours of flying training you will have learned the basic skills. Since the training period is so short, good habits must be developed right from the start. Patterns formed in the first few hours will stay with you throughout your flying life, and so, to gain the maximum benefit from each hour in the air and to develop good habits, you should be well prepared. This syllabus will help you to do this. An advanced formal education is not a requirement to become a pilot, although use of the English language is required for radio calls as is a knowledge of basic mathematics. Beyond that, no special academic skills are required.

It is worth making a note of the fact that you must hold a valid **Part-MED LAPL Medical Certificate**; or a **Class 1** or **Class 2 Medical Certificate**, before you are able to go solo. This can be done through an EASA Approved Medical Examiner (AME).

The purpose of this document is to guide you through the **EASA LAPL (A) training syllabus** and is a written record of your progress for the period of your training.

Guidance from your instructor is invaluable throughout the training. However it is most important that you use the advice contained within these pages to maximise your efforts. It is too costly an activity to cut corners and disregard information that is vital to your success.

The time scale to complete your training is of course the most uncontrollable factor. Unreliable weather means that you cannot expect any plan or diary to proceed exactly to schedule. Therefore ‘*poor weather*’ days should be utilised to learn all about the many facets of light aviation. Safety is paramount and the acquisition of knowledge enhances this tenfold. Study may seem tedious at times, especially when all you really want to do is to get out there and fly but without the theory, the practical will become more costly.

However, achieving your LAPL will rank as one of the greatest successes of your life and opens up opportunities to fly not only in the UK and Europe but also with further training you could find yourself on the path to becoming an Airline Captain. Good luck!

Minimum Age: 17 Years. Minimum Training Hours:

PPL	Dual	Solo	TOTAL
<i>Hours</i>	<i>15:00</i>	<i>6:00</i>	<i>30:00</i>

NOTE: *The remaining minimum of 9 hours may be made up of dual or solo flying or could be credited from other licences.*

The flying training shall include no less than:

3 hours solo cross country time, including at least 1 cross country flight of at least 150 km (80 nm), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be made.

Equipment Necessary for Day 1

Throughout the LAPL course you will have to purchase some essential equipment. Below is a list of equipment you will need from day one:

- *Pooleys Log book*
- *Pooleys Checklist*
- *Pooleys Airfield Plate (taken from the latest Pooleys Flight Guide)*
- *Fuel Tester*
- *Pooleys Kneeboard and Log Pad*
- *Sunglasses*

There are also the **Air Pilot's Manuals** that you will require during your course of training and which are essential for the theory of the flight exercises and for the ground exams:

- *Air Pilot's Manual, Volume 1 – Flying Training*
- *Air Pilot's Manual, Volume 2 – Air Law & Meteorology*
- *Air Pilot's Manual, Volume 3 – Navigation*
- *Air Pilot's Manual, Volume 4 – The Aeroplane Technical*
(Including Aircraft General Knowledge, Flight Performance & Planning and Principles of Flight)
- *Air Pilot's Manual, Volume 5 – Radio Navigation & Instrument Flying*
- *Air Pilot's Manual, Volume 6 – Human Performance & Limitations and Operational Procedures*
- *Air Pilot's Manual, Volume 7 – Communications*

As you progress through the course you will be required to purchase other equipment as and when you need it, this includes:

- *CRP-1 Flight Computer*
- *NM-2 16" Scale Ruler 1:500,000/1:250,000*
- *PP-1 Protractor*
- *Aeronautical Charts*

There may also be other equipment that you may want to purchase that you will also need sooner or later:

- *Personal Headset*
- *Pooleys United Kingdom Flight Guide (latest edition)*
- *A Flight Case*

Finally, for convenience, Pooleys supplies a **Fixed Wing Student Starter Kit** containing everything you need for your course and by purchasing everything together, you will make a considerable saving.

Clothing to Wear

While flying an aircraft we suggest you wear comfortable, functional clothing and footwear. Avoid high fashion clothing, as it is possible that you may get a little oil or dirt on them.

Footwear

The soles should be quite thin so you can feel the rudder pedals properly. Flat soled shoes are recommended so they don't pose a problem when doing the 'walk-around' inspection and whilst entering and exiting the aircraft.

SECTION 2: Flight Training Syllabus

Flight Instruction for the LAPL (A)

(a) ENTRY TO TRAINING – MEDICAL REQUIREMENT

Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.

(b) FLIGHT INSTRUCTION

1. The LAPL (A) flight instruction syllabus takes into account the principles of threat and error management and also covers:
 - i. *Pre-flight operations, including mass and balance determination, aircraft inspection and servicing;*
 - ii. *Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;*
 - iii. *Control of the aircraft by external visual reference;*
 - iv. *Flight at critically low airspeeds, recognition of, and recovery from, incipient and full stalls;*
 - v. *Flight at critically high airspeeds, recognition of, and recovery from, a spiral dive;*
 - vi. *Normal and crosswind take-offs and landings;*
 - vii. *Maximum performance (short field and obstacle clearance) take-offs, short-field landings;*
 - viii. *Cross-country flying using visual reference and dead reckoning;*
 - ix. *Emergency operations, including simulated aeroplane equipment malfunctions;*
 - x. *Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, communication procedures and phraseology.*
2. Before allowing the applicant for a LAPL (A) to undertake his/her first solo flight, the Flight Instructor should ensure that the applicant could use R/T communication.

(c) SYLLABUS OF FLIGHT INSTRUCTION

1. The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide; therefore the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:
 - i. *The applicant's progress and ability;*
 - ii. *The weather conditions affecting the flight;*
 - iii. *The flight time available;*
 - iv. *Instructional technique considerations;*
 - v. *The local operating environment;*
 - vi. *Applicability of the exercises to the aeroplane.*
2. Each of the exercises involves the need to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.