

# LAPL(A) Training – Light Aircraft Pilot Licence (Aeroplane)

EASA Light Aircraft Pilot Licence – Part-FCL compliant

## Overview

The **LAPL(A)** is a European licence that allows you to fly light single-engine aeroplanes (MTOM < 2,000 kg) for **non-commercial leisure flying**.

It is a simpler and more accessible alternative to the PPL(A), while still offering significant freedom to fly across Europe.

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## Training objectives

- Learn to safely operate and handle a light aircraft under **VFR** (Visual Flight Rules).
  - Acquire the knowledge and skills required to conduct local flights and cross-country navigation.
  - Obtain the **EASA LAPL(A)** licence issued by the European Aviation Authority (DGAC in France).
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## Privileges of the LAPL(A)

The holder of a LAPL(A) may:

- Act as **Pilot-in-Command** on single-engine piston aeroplanes (SEP).
- Carry up to **3 passengers** (4 persons on board), once the pilot has logged **10 hours PIC** after licence issue.
- Fly in all EASA member states without additional validation.

Possible additional training includes:

Night rating, towing, aerobatics (with prerequisites), and more.

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## Entry requirements

- **Minimum age:** recommended 14 years old to start training, 17 years old to take the skill test.
  - **LAPL medical certificate** issued by an authorised EASA doctor (less stringent than Class 2).
  - No academic prerequisites.
  - Ability to understand and communicate in the training language (French or English).
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## Training programme

### 1. Flight training

According to **FCL.110.A**, the training includes a minimum of **30 flight hours**, consisting of:

- **15 hours of dual instruction,**
- **6 hours of supervised solo flight,**
- including at least **3 hours of solo cross-country**, with:
  - one solo navigation flight of **at least 80 NM** (150 km) with **one full-stop landing** at another aerodrome.

The programme includes:

- Basic handling and manoeuvres
  - Take-offs, landings and circuit work
  - Cross-country navigation
  - Radio communication
  - Normal and emergency procedures
  - Full flight preparation and decision-making
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## 2. Theoretical training

The LAPL(A) theoretical syllabus follows the EASA Part-FCL framework and covers:

- Air law
- Aircraft general knowledge
- Flight performance and planning
- Human Performances
- Meteorology
- Navigation
- Operational procedures
- Principles of flight
- Communications (VFR – English)

The theory exam consists of **multiple-choice questions** taken at a DGAC examination centre.

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## Training duration

Training duration varies depending on availability and scheduling:

- **2 to 4 months** for intensive progression
  - **4 to 12 months** for leisure training
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## Skill test

The skill test is conducted with a Flight Examiner (FE) and includes:

- Full flight preparation
- Navigation



- General handling and manoeuvres
  - Normal and emergency procedures
  - Communications
  - Landing performance and safety management
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## Licence validity and recency requirements

The LAPL(A) has **no fixed expiration date**, but privileges must be maintained.

According to **FCL.140.A**, the pilot must have completed within the **last 24 months, in order to maintain its class rating** :

- **12 flight hours**,
  - including 12 take-offs and landings,
  - and **1 hour of flight training** with an instructor (FI),  
or complete a refresher programme if requirements are not met.
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## Progression after the LAPL(A)

LAPL(A) holders may continue their training toward:

- **Night Rating (VFR-N)**
- **PPL(A)** (through additional required training)
- Other leisure or specialised ratings