



Conversion of RPL(a) into LAPL(a)

Date: April 14, 2014

Introduction

Per April 8, 2013 the Commission Regulation 1178/2011 and 290/2012 are applicable. Within Part Flight Crew Licensing (FCL) of 1178/2011, new licenses and ratings are introduced, or requirements for licenses have changed. Article 4 of 1178/2011 defines those non-JAR compliant licenses including any associated ratings, certificates, authorizations and/or qualifications issued or recognised by a Member State before the applicability of this Regulation shall be converted into a Part-FCL license in accordance with the elements laid down in a conversion report. The conversion report shall:

1. be established by the Member State that issued the pilot license in consultation with the European Aviation Safety Agency (the Agency);
2. describe the national requirements on the basis of which the pilot licenses were issued;
3. describe the scope of the privileges that were given to the pilots;
4. indicate for which requirements in Annex I credit is to be given;
5. indicate any limitations that need to be included on the Part-FCL licenses and any requirements the pilot has to comply with in order to remove those limitations.

This conversion report addresses the conversion of a Recreational Pilot License (RPL) into a Light Aircraft Pilot License (LAPL) for Aeroplanes. In The Netherlands it is possible to have a RPL. This license allows the holder to fly within the Netherlands under Visual Flight Rules without remuneration as PIC in non-commercial operations on the appropriate aircraft category. In special circumstances, after approval of the Competent Authority, the holder of a RPL (A) might be allowed to fly outside the borders of The Netherlands. Within the RPL, several class ratings are possible, such as SEP, MLA and TMG.

Within Part FCL a new license that is introduced is the LAPL. A LAPL can be obtained for aeroplanes, LAPL (A), helicopters, LAPL (H), Balloons, LAPL (B) and Sailplanes, LAPL(S). Within a LAPL (A), a SEP and TMG is recognised. A MLA is not recognised in a LAPL (A). Since the RPL (A) for SEP and TMG is very similar to a LAPL (A), the RPL (A) will be converted into a LAPL (A). Holders of a RPL (A) with a class rating MLA will be excluded, since MLA is not recognised within Part FCL. This license will remain a national license. This document describes the way a RPL (A) SEP and RPL

(A) TMG license (both referred to as RPL (A)) will be converted into a LAPL (A) by Civil Aviation Authority the Netherlands (CAA).

1 Cross reference

The requirements for a RPL (A) are laid down in a number of national regulations. The requirements for a LAPL (A) are laid down in Part FCL. Within appendix I an overview is given which regulations are applicable for the issue of a LAPL(A) and whether these requirements are covered for the national RPL(A) or not. The table shows the regulations for a LAPL (A) and their content, the corresponding national regulations and their content and the difference. In the table the difference between Part FCL and the national regulations is also indicated. In the final columns it is shown whether additional training and/or examination/evaluation is required to convert a RPL (A) into a LAPL (A) or not.

Deficiencies

After comparison of the national regulations for the issue of a RPL (A) and the requirements in Part FCL for the issue of a LAPL (A), it can be concluded that there are almost no differences, except those mentioned below. See also the Appendix. The training program, skill test, etc. of a RPL (A) is very similar to that of a LAPL (A). Within the national regulations the training program for a RPL(A) is not specified in detail such as in Part FCL for a LAPL(A). Nevertheless it can be concluded that most of the items to be trained will have been covered during the training program and skill test of a RPL (A).

Significant differences that might influence the conversion of a RPL (A) into a LAPL (A) are:

1. Since a LAPL (A) can be used throughout all the EU Member States, for a LAPL(A) it is required to have a language proficiency endorsement (LPE) on the license since the skill test and the training program for a LAPL(A) requires radio communication and ATC liaison. In The Netherlands a LPE is not prescribed for a RPL holder.
2. The minimum age for applicants of a LAPL (A) is 17 years instead of 16 years for a RPL(A).
3. There is a difference between the amount of supervised solo flight time needed for a RPL (A) (5 hours) and the amount of supervised solo flight time required for the issue of a LAPL(A) (6 hours). For a LAPL (A) it is defined that at least 3 hours of solo cross-country shall be performed. This is not required for the issue of a RPL(A). With regard to cross country navigation only a cross country flight is required for the issue of a RPL (A), but it is not specified that 3 hours of solo cross-country navigation shall be performed.
4. During the skill test for a LAPL (A) diversion procedure to an alternate aerodrome (planning and implementation) are assessed. This is not required in the skill test or training program for a RPL (A).
5. The training program for the issue of a LAPL (A) prescribes training with regard to navigation problems at lower levels in reduced visibility. This training is not defined for the issue of a RPL (A) and neither addressed in the skill test for a RPL(A).
6. With regard to medical requirements the holder of a RPL(A) has to comply with the requirements of a Medical 2 certificate. For a LAPL one may also have LAPL medical certificate. This medical certificate is less stringent than a Medical 2 certificate. Since the medical requirements for a RPL (A) are more stringent than for a LAPL (A), the medical requirements will not influence the conversion of a RPL(A) into a LAPL(A).

Based on the differences between a RPL(A) and a LAPL(A) as defined in chapter 2, there will be no objection to convert a RPL(A) to a LAPL(A). The differences as defined in chapter 2 have to be considered as follows:

1. For a LAPL (A) it will be required to have a language proficiency endorsement (LPE) on the license since the skill test and the training program for a LAPL(A) requires radio communication and ATC liaison. However, this is also required for a RPL (A) skill test. A LAPL (A) allows the holder of the license to fly all over the European Member States. Therefore it is necessary that the holder of a LAPL (A) is able to communicate in a common language, in English. However, if the holder of a RPL (A) does not obtain a LPE, he/she will not be able to use radio communication. So, if a RPL (A) will be converted into a LAPL(A) without a LPE, the holder of a LAPL(A) is still able to fly within The Netherlands without using radio communication. In this case the holder of a LAPL (A) is only able to fly to uncontrolled VFR aerodromes within The Netherlands where radio communication is not required. Without a LPE the holder of a LAPL (A) is also not authorized to cross the FIR boundary and any other controlled airspace, but still able to fly in uncontrolled airspace.
2. The minimum age for applicants of a LAPL (A) is 17 years instead of 16 years for a RPL (A). This will be no issue for holders of a RPL (A), since a RPL (A) will be valid for 2 years. When an applicant of 16 years of age obtained a RPL(A), he/she will be 18 years of age when the license will lapse. If there will be a holder of a RPL (A) who has not reached the age of 17 years, the RPL(A) will not be transferred into a LAPL(A) before he/she will be 17 years of age. In the remaining period the holder of the RPL (A) can still act as PIC on the applicable aircraft. However, this situation will be rare since most applicants will be older than 17 years of age.
3. The difference between the amount of supervised solo flight time needed for the issue of a RPL (A) (5 hours) and the amount required for the issue of a LAPL (A) should not be a problem for the conversion of a RPL (A) into a LAPL (A). The holder of a RPL (A) could have more solo flight time than 6 hours. This could only be an issue for an applicant who just passed the RPL (A) examinations. He might be required to fulfill another hour solo flight time before a LAPL (A) is issued. Although the national requirement does not prescribe 3 hours of solo cross country navigation, the holder of a RPL (A) has made a cross country flight with at least one full stop at another aerodrome in The Netherlands. The holder of a RPL (A) also passed the examinations, during which also navigation skills are assessed. Therefore it is reasonable that no additional training will be required in this regard for the conversion of a RPL (A) into a LAPL (A). It is not likely that the holder of a RPL (A) has not performed 6 hours as PIC as a minimum. If an RPL(A) holder has just completed a maximum of 5 hours as PIC (although this will be rare) the performance of an additional hour as PIC before the license will be converted into a LAPL(A) will not barely improve or deteriorate safety. However, based on daily practice and RPL syllabi as evaluated by the CAA, it can be established that most applicants for a RPL (A) already have completed more than 6 hours as PIC. Therefore, the amount of flight time as PIC will be no barrier for the conversion for a RPL (A) into a LAPL (A). Nevertheless, to guarantee that the RPL (A) holder has performed 6 hours as PIC and 3 hours of solo cross country flight time, a declaration of the applicant will be required.
4. Based on national regulations, diversion procedures to an alternate aerodrome (planning and implementation) would not be addressed in the training and skill test of a RPL (A). Diversion to an alternate aerodrome is an important element. The holder of a LAPL (A) shall be able to plan and implement a diversion to an alternate. However, based on the RPL (A) syllabi as evaluated by the CAA it can

be established that the average holder of a RPL (A) should know the basic procedures of a diversion to an alternate aerodrome. Nevertheless, to guarantee that the RPL (A) holder has practiced a diversion training (planning and implementation), a declaration of the applicant will be required.

5. The training program for the issue of a LAPL (A) prescribes training with regard to navigation problems at lower levels in reduced visibility. This training is not defined for the issue of a RPL (A) and neither addressed in the skill test for a RPL (A). Therefore it is not reasonable that the holder of a RPL(A) is trained in navigation problems at lower levels and in reduced visibility. Due to the meteorological conditions in The Netherlands (increased possibility for a low cloud base and reduced visibility), this will be an important issue. On the other hand the chance that the holder of a RPL (A) has been exposed to reduced visibility and a low cloud base is considerable. Therefore additional training should not necessarily be required for a conversion from a RPL(A) to a LAPL(A). Nevertheless, to guarantee that the RPL (A) holder has practised a (training) flight at low level (in reduced visibility) a declaration of the applicant will be required.

3 Conversion of license and proposed training program

Based on the identification and the analysis of the differences, a RPL(A) will be converted into a LAPL(A) without any additional requirements, if the applicant declares that:

- at least 6 hours are performed as PIC;
- at least 3 hours solo cross country flying is performed;
- a diversion to an alternate aerodrome (planning and implementation) is trained or performed;
- a flight at lower levels (500 ft) in reduced visibility (with regard to navigation problems at lower levels) is trained or performed.

If these criteria are not met, additional flight time shall be performed and/or instruction taken, so that these criteria are met. If these criteria are met, the applicant can apply for a LAPL (A). It is recommended that the holder of a RPL (A) will apply for a LAPL (A) when his/her RPL(A) will lapse.

If the holder of a RPL(A) has not reached the age of 17 years, the RPL(A) will not be transferred into a LAPL(A) before he/she will be 17 years of age. In the remaining period the holder of the RPL(A) can still act as PIC on the applicable aircraft.

4 Time scale

The conversion of a RPL(A) into a LAPL(A) will be started 8 April 2014. All RPL(A) licences shall be replaced by 8 April 2015 at the latest. When the conditions for the conversion of a RPL(A) into a LAPL(A) cannot be met in time, the RPL(A) shall be surrendered or revoked.

5 List of abbreviations

A	Aeroplane
AMC	Acceptable Means of Compliance
ATC	Air Traffic Control
B	Balloon
CAA	Civil Aviation Authority The Netherlands
EU	European Union
FCL	Flight Crew Licensing
FE	Flight Examiner
H	Helicopter
LAPL	Light Aircraft Pilot License
LPE	Language Proficiency Endorsement
MLA	Micro Light Aeroplane
PIC	Pilot in Command
RPL	Recreational Pilot License
S	Sailplane
SEP	Single Engine Piston
TMG	Touring Motor Glider

6 Appendices

I Conversion table RPL (A) to LAPL (A)

Published by

**Human Environment and Transport Inspectorate
Civil Aviation Authority the Netherlands**

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April 2014

CONVERSION FROM RPL(A) TO LAPL(A)

Version: 1.0
Date: 24-08-2013
Status: Finalized



CAA - The Netherlands

Requirements	Content	National requirement	Content	Difference	Additional training required	Remarks
FCL.015 - FCL.050						
	Different requirements with regard to practical and theoretical subjects. NA		NA	NA	No	This requirement is dealing with practical and theoretical examinations and training. The holder of an RPL(A) already received the training required and passed the examinations. Therefore no additional training is required.
FCL.055 Language proficiency						
(a)	General. Aeroplane, helicopter, powered-lift and airship pilots required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 16	Een LPE wordt afgegeven indien de aanvrager beschikt over een door een erkende taalbeoordelingsinstantie afgegeven bewijs waaruit blijkt dat de aanvrager voldoet aan de vereisten inzake taalvaardigheid, bedoeld in JAR-FCL 1.010. en JAR-FCL 2.010 en Bijlage 1 bij het op 7 december te Chicago gesloten Verdrag inzake de Internationale Burgerluchtvaart.	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(b)	The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to this Part, at least an operational level of language proficiency both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(1)	communicate effectively in voice-only and in face-to-face situations;	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(2)	communicate on common and work-related topics with accuracy and clarity;	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(3)	use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(4)	handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(5)	use a dialect or accent which is intelligible to the aeronautical community.	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(c)	Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to this Part, the language proficiency endorsement shall be re-evaluated every:	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).
(1)	4 years, if the level demonstrated is operational level; or	See above	See above	In the national regulations a LPE and RT is not required for the holder of a RPL(A).	To be decided, depending on the qualifications of the holder of the RPL(A). If the holder of a RPL(A) has no (valid) LPE level 4 or higher and/or no RT, he/she shall obtain a LPE with level 4 or higher and a RT.	Since the skill test for a LAPL(A) requires ATC liaison, it is necessary to have a RT, which also includes the necessity of a LPE with level for or higher for a holder of a LAPL(A).

(a)	General. The privileges of the holder of an LAPL are to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category.	Besluit bewijzen van bevoegdheid voor de luchtvaart, artikel 2.1.a	Onze Minister kan de volgende bewijzen van bevoegdheid afgeven: RPL, dat de bevoegdheid geeft, niet tegen vergoeding, op te treden als bestuurder van een luchtvaartuig, dat gecertificeerd is of luchtwaardig is bevonden voor maximaal 4 inzittenden, tijdens vluchten zonder baat, onder de volgende beperkingen: 1. alleen tijdens VFR-vluchten; 2. alleen tijdens de daglichtperiode als bedoeld in artikel 1 van het Luchtverkeersreglement, en 3. niet met passagiers, tenzij de houder ten minste tien uur ervaring heeft als gezagvoerder van een luchtvaartuig van dezelfde categorie of met dezelfde bijzondere bevoegdverklaring en de houder in de voorafgaande negentig dagen ten minste drie starts en drie landingen heeft uitgevoerd als gezagvoerder van een luchtvaartuig van dezelfde categorie en met dezelfde bijzondere bevoegdverklaring.	None	No	The holder of a RPL(A) has already he privileges to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category.
(b)	Conditions. Applicants for the LAPL shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the skill test.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 11	De eisen voor afgifte van een RPL(A), respectievelijk RPL(H), zijn: a..., b..., c. bedrevenheid: de eisen, bedoeld in bijlage 2 bij deze regeling, aangetoond in een luchtvaartuig van de gewenste klasse, respectievelijk het gewenste type, d..., e...	None	No	No additional training required since there is no difference.
FCL.110 LAPL						
(a)	Applicants for an LAPL who have held another licence in the same category of aircraft shall be fully credited towards the requirements of the LAPL in that category of aircraft.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 11.d	De eisen voor afgifte van een RPL(A), respectievelijk RPL(H), zijn: ervaring: ten minste 30 vliegreuren tijdens de opleiding, waarbij voor de houder van een bewijs van bevoegdheid de totale vliegtijd in de hoedanigheid van gezagvoerder van een willekeurig ander luchtvaartuig mag worden meegeteld, met uitzondering van de solouren in het opleidingsprogramma.	None	No	Although there is (almost) no difference, holders of a RPL(A) already received training and passed their examinations and hold a license. Therefore this requirement is not applicable.
(b)	Without prejudice to the paragraph above, if the licence has lapsed, the applicant shall have to pass a skill test in accordance with FCL.125 for the issue of an LAPL in the appropriate aircraft category.	Oude informatieblad hernieuwde afgifte bevoegdverklaringen	Voor hernieuwde afgifte van Single Pilot- Single engine-bevoegdverklaringen (SEP, SET, MLA en TMG) moet de kandidaat alleen een proeve van bekwaamheid in de betreffende klasse afleggen. Voor deze bevoegdverklaringen gelden geen aanvullende eisen	None	No	No additional training required since there is no difference.
FCL.115 LAPL						
	Applicants for an LAPL shall complete a training course within an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 11.a	De eisen voor afgifte van een RPL(A), respectievelijk RPL(H), zijn a. opleiding: met goed gevolg bij een geregistreerde of gekwalificeerde opleidingsinstelling een RPL(A) vliegopleiding, respectievelijk een RPL(H) vliegopleiding, hebben doorlopen, waarbij het gehele theorie-examen binnen 18 maanden is afgerond en het praktijkexamen is afgerond binnen 36 maanden vanaf de datum waarop de aanvrager is geslaagd voor het theoriegedeelte.	The training course shall be completed at an ATO instead of a registered training facility	No	Holders of a RPL(A) already received training and passed their examinations. Therefore this requirement is not applicable.
FCL.120 LAPL						
	Applicants for an LAPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted, through examinations on the following:	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 5	De opleidingsinstelling zorgt voor theorieonderwijs voor het theorie-examen PPL(A)/RPL(A), inclusief het theoriegedeelte voor communicatie. De opleidingsinstelling zorgt voor theorieonderwijs voor het theorie-examen PPL(A)/RPL(A), inclusief het theoriegedeelte voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
(a)	common subjects:	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 6		None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)

	*	Air law,	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 7	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Human performance,	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 8	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Meteorology, and	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 9	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Communications;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 10	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
(b)		specific subjects concerning the different aircraft categories:	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 11	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Principles of flight,	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 12	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Operational procedures,	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 13	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Flight performance and planning	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 14	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Aircraft general knowledge, and	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 15	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)
	*	Navigation.	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 16	De opleidingsinstelling zorgt voor theoretisch onderwijs voor het theoretisch examen PPL(A)/RPL(A), inclusief het theoretische deel voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training; including this subject(s)

FCL.125 LAPL

(a)	Applicants for an LAPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(b)	Applicants for the skill test shall have received flight instruction on the same class or type of aircraft to be used for the skill test. The privileges will be restricted to the class or type used for the skill test until further extensions are endorsed on the licence, in accordance with this Subpart.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(c)	Pass marks				
(1)	The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(2)	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.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(3)	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.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(4)	Failure to achieve a pass in all sections of the test in 2 attempts will require further practical training.	Examenreglement voor luchtvaardenden 2004 - Same content Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.

FCL.105.A LAPL(A)

(a)	The privileges of the holder of an LAPL for aeroplanes are to act as PIC on single-engine piston aeroplanes-land or TMG with a maximum certificated take-off mass of 2 000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board of the aircraft.	Besluit bewijzen van bevoegdheid voor de luchtvaart, artikel 2.1.a	Onze Minister kan de volgende bewijzen van bevoegdheid afgeven: RPL, dat de bevoegdheid geeft, niet tegen vergoeding, op te treden als bestuurder van een luchtvaartuig, dat gecertificeerd is of luchtwaardig is bevonden voor maximaal 4 inzittenden.	None	No	No additional training required since there is no difference.
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(b)	Holders of an LAPL(A) shall only carry passengers after they have completed, after the issuance of the licence, 10 hours of flight time as PIC on aeroplanes or TMG.	Besluit bewijzen van bevoegdheid voor de luchtvaart, artikel 2.1.a	Onze Minister kan de volgende bewijzen van bevoegdheid afgeven: RPL, dat de bevoegdheid geeft, niet tegen vergoeding, op te treden als bestuurer van een luchtvaartuig, dat gecertificeerd is of luchtwaardig is bevonden voor maximaal 4 inzittenden, tijdens vluchten zonder baat, onder de volgende beperkingen:... 3. niet met passagiers, tenzij de houder ten minste tien uur ervaring heeft als gezagvoerder van een luchtvaartuig van dezelfde categorie of met dezelfde bijzondere bevoegdverklaring en de houder in de voorafgaande negentig dagen ten minste drie starts en drie landingen heeft uitgevoerd als gezagvoerder van een luchtvaartuig van dezelfde categorie en met dezelfde bijzondere bevoegdverklaring	None	No	No additional training required since there is no difference.
FCL.110.A LAPL(A)						
(a)	Applicants for an LAPL(A) shall have completed at least 30 hours of flight instruction on aeroplanes or TMGs, including at least:	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3	De praktijkopleiding voor elke klasse binnen het RPL(A) omvat ten minste 30 uur, waarvan ten minste: a. 20 uur dubbelbesturingsonderricht op een vliegtuig uit de gewenste klasse (dit kan minder zijn bij leerling-vliegers die in aanmerking komen voor compensatie als bedoeld in de Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001), b. 5 uur solo op een vliegtuig uit de gewenste klasse, en...	None	No	No additional training required since there is no difference.
(1)	15 hours of dual flight instruction in the class in which the skill test will be taken;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3	De praktijkopleiding voor elke klasse binnen het RPL(A) omvat ten minste 30 uur, waarvan ten minste: a. 20 uur dubbelbesturingsonderricht op een vliegtuig uit de gewenste klasse (dit kan minder zijn bij leerling-vliegers die in aanmerking komen voor compensatie als bedoeld in de Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001), b. 5 uur solo op een vliegtuig uit de gewenste klasse, en...	National requirements require 20 hours of dual flight instruction and are therefore more restrictive.	No	No additional training required since the national requirement has been more restrictive.
(2)	6 hours of supervised solo flight time, including at least 3 hours of solo cross-country flight time with 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.	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3	De praktijkopleiding voor elke klasse binnen het RPL(A) omvat ten minste 30 uur, waarvan ten minste: a. 20 uur dubbelbesturingsonderricht op een vliegtuig uit de gewenste klasse (dit kan minder zijn bij leerling-vliegers die in aanmerking komen voor compensatie als bedoeld in de Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001), b. 5 uur solo op een vliegtuig uit de gewenste klasse, en op een vliegtuig uit een willekeurige klasse uit RPL(A): a. 1 solo overlandvlucht waarbij op twee andere luchtvaartterreinen wordt geland en gestart dan waarop men vertrekt, of b. een driehoeksvlucht over een afstand van ten minste 100 km en daarnaast een start en een landing op ten minste drie verschillende terreinen	The national requirement does not require at least 3 hours of solo cross-country but only requires a cross country navigation flight. The national requirement requires 5 hours of supervised solo flight time instead of 6 hours.	To be determined	The difference between the amount of supervised solo flight time (5 hours) and the amount required by FCL 110.A might not be a problem for the conversion of a RPL(A) into a LAPL(A) since the holder of a RPL(A) might have more solo flight time than 6 hours. This might only be an issue for an applicant who just passed the RPL(A) examinations. He might be required to fulfill another hour solo flight time before a LAPL(A) is issued. Although the national requirement does not prescribe 3 hours of solo cross country navigation, the holder of a RPL(A) has made a cross country flight with at least one full stop at another aerodrome in The Netherlands. The holder of a RPL(A) also passed the examinations, during which also the navigation is assessed. Therefore it sounds reasonable that no additional training will be required for the conversion of a RPL(A) into a LAPL(A).
(b)	Specific requirements for applicants holding an LAPL(S) with TMG extension. Applicants for an LAPL(A) holding an LAPL(S) with TMG extension shall have completed at least 21 hours of flight time on TMGs after the endorsement of the TMG extension and complied with the requirements of FCL.135.A(a) on aeroplanes.	NA	NA	NA	NA	This requirement is applicable for a LAPL(S). This requirement is not applicable for the conversion of a RPL(A) to a LAPL(A).
(c)	Crediting. Applicants with prior experience as PIC may be credited towards the requirements in (a).	None	None	In the national regulations no crediting for a RPL(A) is not defined.	No	This requirement is dealing with crediting. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
	The amount of credit shall be decided by the ATO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:	None	None	In the national regulations no crediting for a RPL(A) is not defined.	No	This requirement is dealing with crediting. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.

(1)	not exceed the total flight time as PIC;	None	None	In the national regulations no crediting for a RPL(A) is not defined.	No	This requirement is dealing with crediting. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(2)	not exceed 50 % of the hours required in (a);	None	None	In the national regulations no crediting for a RPL(A) is not defined.	No	This requirement is dealing with crediting. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(3)	not include the requirements of (a)(2).	None	None	In the national regulations no crediting for a RPL(A) is not defined.	No	This requirement is dealing with crediting. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
FCL.135.A LAPL(A)						
(a)	The privileges of an LAPL(A) shall be limited to the class and variant of aeroplanes or TMG in which the skill test was taken. This limitation may be removed when the pilot has completed in another class the requirements below:	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 26	De eisen voor afgifte van een klassebevoegdverklaring in een RPL(A), respectievelijk typebevoegdverklaring in een RPL(H), zijn: a. de opleiding voor de betreffende klasse, respectievelijk het betreffende type, met dien verstande dat degene die al in het bezit is van een klassebevoegdverklaring, respectievelijk type-bevoegdverklaring, ten minste de in het opleidingsprogramma beschreven solo-ervaring moet opdoen, en b. bedrevenheidseisen voor SP(A) klassebevoegdverklaring, respectievelijk SP(H) typebevoegdverklaring, bedoeld in JAR-FCL 1.240(b)(2), respectievelijk JAR-FCL 2.240(b)(2), waarbij het examen wordt afgelegd op een luchtvaartuig van de klasse, respectievelijk het type, waarvoor de bevoegdverklaring wordt aangevraagd.	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(1)	3 hours of flight instruction, including:	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 27	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(i)	3 hours of flight instruction, including:	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 28	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(ii)	10 supervised solo take-offs and landings.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 29	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(2)	a skill test to demonstrate an adequate level of practical skill in the new class. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the other class in the following subjects:	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 30	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(i)	Operational procedures;	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 31	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(ii)	Flight performance and planning;	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 32	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).

(iii)	Aircraft general knowledge.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 33	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
(b)	Before the holder of an LAPL can exercise the privileges of the licence on another variant of aeroplane than the one used for the skill test, the pilot shall undertake differences or familiarisation training. The differences training shall be entered in the pilot's logbook or equivalent document and signed by the instructor.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 34	See above	NA	No	This requirement is applicable for a specific class. The RPL(A) of the holder of the license will be converted with the applicable class. The holder of the license and the applicable class rating already passed the training and examinations for the specific class. Therefore no additional training is required for the conversion of a RPL(A) into a LAPL(A).
FCL.140.A LAPL(A)						
(a)	Holders of an LAPL(A) shall only exercise the privileges of their licence when they have completed, in the last 24 months, as pilots of aeroplanes or TMG: at least 12 hours of flight time as PIC, including 12 take-offs and landings; and	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 39	De eisen voor verlenging van een klassebevoegdverklaring in een RPL(A), respectievelijk een typebevoegdverklaring in een RPL(H), zijn: binnen drie maanden voor afloop van de geldigheidsduur met goed resultaat een proeve van bekwaamheid afleggen op een luchtvaartuig van de betreffende klasse, respectievelijk van het betreffende type; of binnen 12 maanden voor afloop van de geldigheidsduur van de bevoegdverklaring per klasse luchtvaartuig voltooien van ten minste 12 vliegreizen, waaronder begrepen: 1. 6 uur als gezagvoerder, 2. ten minste 12 starts en 12 landingen, en 3. een trainingsvlucht van ten minste 1 uur met een bevoegde instructeur dan wel een proeve van bekwaamheid of een praktijkexamen voor een klasse-, respectievelijk typebevoegdverklaring.	The national requirement No is more restrictive	No	This requirement describes how the license shall remain valid. These requirements will apply after the RPL(A) has been converted into a LAPL(A). The national requirements are more restrictive; therefore no additional training will be required.
(2)	refresher training of at least 1 hour of total flight time with an instructor.	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 39	See above	The national requirement No is more restrictive	No	This requirement describes how the license shall remain valid. These requirements will apply after the RPL(A) has been converted into a LAPL(A). The national requirements are more restrictive; therefore no additional training will be required.
(b)	Holders of an LAPL(A) who do not comply with the requirements in (a) shall: undertake a proficiency check with an examiner before they resume the exercise of the privileges of their licence; or	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 40	Een type of klassebevoegdverklaring in een RPL(A) of RPL(H) wordt slechts hernieuwd afgegeven na verlopen indien de aanvrager voldoet aan de eisen bedoeld in artikel 26.	The national requirement No is more restrictive	No	This requirement describes how the license shall remain valid. These requirements will apply after the RPL(A) has been converted into a LAPL(A). The national requirements are more restrictive; therefore no additional training will be required.
(2)	perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (a).	Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001, artikel 40	Een type of klassebevoegdverklaring in een RPL(A) of RPL(H) wordt slechts hernieuwd afgegeven na verlopen indien de aanvrager voldoet aan de eisen bedoeld in artikel 26.	The national requirement No is more restrictive	No	This requirement describes how the license shall remain valid. These requirements will apply after the RPL(A) has been converted into a LAPL(A). The national requirements are more restrictive; therefore no additional training will be required.
AMC1 FCL.115; FCL.120						
(a)	The training and examination should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the activity. The theoretical knowledge instruction provided by the ATO should include a certain element of formal classroom work but may also include other methods of delivery for example interactive video, slide or tape presentation, computer-based training and other media distance learning courses. The training organisation responsible for the training has to check if all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.	None	None	Whole article	No	This article describes the requirements with regard to the training given. These are not specified in national regulations for a RPL. However this will not influence license holders since they have already completed the theoretical and practical training and hold a license.
(b)	The following tables contain the syllabi for the courses of theoretical knowledge, as well as for the theoretical knowledge examinations for the LAPL(B) and LAPL(S). The syllabi for the theoretical knowledge instruction and examination for the PPL(A) and PPL(H) in AMC1 FCL.210 and FCL.215 should be used for the LAPL(A) and the LAPL(H), respectively.	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 5	De opleidingsinstelling zorgt voor theorieonderwijs voor het theorie-examen PPL(A)/RPL(A), inclusief het theoriegedeelte voor communicatie.	None	No	Holders of a RPL(A) already received PPL(A) theoretical knowledge training

I	Not applicable for LAPL(A)	NA	NA	NA	NA	NA
II	Not applicable for LAPL(A)	NA	NA	NA	NA	NA
AMC1 FCL.120; FCL.125						
(a)	<i>Theoretical knowledge examination</i>					
(1)	The examinations should be in written form and should comprise a total of 120 multiple-choice questions covering all the subjects.	Examenreglement voor luchtvaardenden 2004 Article 8 and Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	-All items as mentioned are covered in the Dutch regulations	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(2)	For the subject 'communication' practical classroom testing may be conducted.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135	-Het in een klaslokaal examineren van het leggen van radioverbindingen in de praktijk mag worden uitgevoerd naar goeddunken van het bevoegde gezag.	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(3)	The competent authority should inform applicants of the language(s) in which the examinations will be conducted.	Examenreglement voor luchtvaardenden 2004 Article 8	-The examinations for RPL(A) will be conducted in the Dutch language	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(b)	<i>Skill test</i> 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.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 9)	- Same content	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(c)	<i>Conduct of the test</i>					
(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.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 11)	- Same content	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(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.	Examenreglement voor luchtvaardenden 2004 Article 20.1	-iedere manoeuvre of procedure van het examen door de kandidaat mag worden herhaald; de examinerator het examen kan afbreken indien de vaardigheid, waarvan de kandidaat blijkt geeft, een volledig nieuw examen vereist	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
(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.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 11)	- Same content	None	No	This requirement is dealing with the way examinations are performed. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
AMC1 FCL.125						
(a)	<i>CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A LAPL(A)</i> 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.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 14)	- Same content (or more extensive)	None	No	No additional training required since there is no difference.
(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.	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 15)	- Same content	None	No	No additional training required since there is no difference.
	<i>FLIGHT TEST TOLERANCE</i>	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17, 18)	- Same content	None	No	No additional training required since there is no difference.
(c)	The applicant should demonstrate the ability to:	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	- Same content	None	No	No additional training required since there is no difference.
(1)	operate the aeroplane or TMG within its limitations;	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	- Same content	None	No	No additional training required since there is no difference.
(2)	complete all manoeuvres with smoothness and accuracy;	Examenreglement voor luchtvaardenden 2004 Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	- Same content	None	No	No additional training required since there is no difference.

(3)	exercise good judgment and airmanship;	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	None	No	No additional training required since there is no difference.	
(4)	apply aeronautical knowledge;	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	None	No	No additional training required since there is no difference.	
(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.	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 17)	None	No	No additional training required since there is no difference.	
(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:	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
(1)	height:	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
	normal flight ± 150 ft	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
(2)	speed:	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
(i)	take-off and approach +15/-5 knots	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
(ii)	all other flight regimes ± 15 knots	Examenreglement voor luchtvaardenden 2004 - Same content Article 20.c with reference to Appendix 1 to JAR-FCL1.130 & 1.135 (article 18)	None	No	No additional training required since there is no difference.	
(e)	<i>CONTENT OF THE SKILL TEST</i> 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):	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Refer below	Refer below	Refer below	
(1)	SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	Use of checklist, airmanship, control of aeroplane or TMG by external visual reference, anti/de-icing procedures, etc. apply in all sections.	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(a)	Pre-flight documentation, NOTAM and weather briefing	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(b)	Mass and balance and performance calculation	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(c)	Aeroplane or TMG inspection and servicing	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(d)	Engine starting and after starting procedures	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(e)	Taxiing and aerodrome procedures, pre-take-off procedures	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(f)	Take-off and after take-off checks	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(g)	Aerodrome departure procedures	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(h)	ATC liaison: compliance	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(2)	SECTION 2 GENERAL AIRWORK	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(a)	ATC liaison	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(b)	Straight and level flight, with speed changes	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(c)	Climbing:	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.

	i	best rate of climb;	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	ii	climbing turns;	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	iii	levelling off.	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(d)		Medium (30° bank) turns, look-out procedures and collision avoidance	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(e)		Steep (45 ° bank) turns	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(f)		Flight at critically low air speed with and without flaps	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(g)		Stalling:	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	i	clean stall and recover with power;	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	ii	approach to stall descending turn with bank angle 20 °, approach configuration;	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	iii	approach to stall in landing configuration.	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(h)		Descending:	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	i	with and without power;	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	ii	descending turns (steep gliding turns);	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	iii	levelling off.	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(3)		SECTION 3 EN-ROUTE PROCEDURES	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(a)	Flight plan, dead reckoning and map reading	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(b)	Maintenance of altitude, heading and speed	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(c)	Orientation, airspace structure, timing and revision of ETAs, log keeping	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(d)	Diversion to alternate aerodrome (planning and implementation)	None	None	Whole article	To be determined	The applicant shall declare that this item is met. If this item is not met additional training will be required.
	(e)	Flight management (checks, fuel systems, carburettor icing, etc.)	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(f)	ATC liaison: compliance	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(4)		SECTION 4 APPROACH AND LANDING PROCEDURES	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(a)	Aerodrome arrival procedures	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(b)	Collision avoidance (look-out procedures)	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(c)	Precision landing (short field landing) and crosswind, if suitable conditions available	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(d)	Flapless landing (if applicable)	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(e)	Approach to landing with idle power	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(f)	Touch and go	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	(g)	Go-around from low height	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaranden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.

(h)	ATC liaison	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(i)	Actions after flight	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(5)	SECTION 5 ABNORMAL AND EMERGENCY PROCEDURES	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
	<i>This section may be combined with Sections 1 through 4</i>	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(a)	Simulated engine failure after take-off	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(b)	* Simulated forced landing	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(c)	* Simulated precautionary landing	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(d)	Simulated emergencies	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(e)	Oral questions	Bijlage 2 bij Regeling bewijzen van bevoegdheid en bevoegdverklaringen voor luchtvaardenden 2001	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.

AMC1 FCL.110.A LAPL(A) — Experience requirements and crediting

FLIGHT INSTRUCTION FOR THE LAPL (A)

(a)	Entry to training Before being accepted for training an applicant should be informed that the appropriate medical certificate must be obtained before solo flying is permitted.	None	None	Whole article	No	No additional training required since the holders of a RPL(A) already passed their practical exams.
(b)	Flight instruction	Refer below	Refer below	Refer below	No	No additional training required since there is no difference.
(1)	The LAPL (A) flight instruction syllabus should take into account the principles of threat and error management and also cover:	Refer below	Refer below	Refer below	No	No additional training required since there is no difference.
(i)	pre-flight operations, including mass and balance determination, aircraft inspection and servicing;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.a	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste de vluchtvoorbereiding inclusief de berekening van de massa en het zwaartepunt, de voor-de-vlucht-inspectie van het vliegtuig en de staat van onderhoud	None	No	No additional training required since there is no difference.
(ii)	aerodrome and traffic pattern operations, collision avoidance precautions and procedures;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.b	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het gebruik van het luchtvaartterrein en het luchtverkeerscircuit, het vermijden van botsingen (voorzorgen en uitwijkprocedures)	None	No	No additional training required since there is no difference.
(iii)	control of the aircraft by external visual reference;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.c	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het besturen van het vliegtuig met behulp van het zicht naar buiten	None	No	No additional training required since there is no difference.
(iv)	flight at critically low air speeds, recognition of, and recovery from, incipient and full stalls;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.d	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het vliegen met een kritische lage luchtsnelheid, herkenning van en het herstellen uit een beginnende en volledige overtrek	None	No	No additional training required since there is no difference.
(v)	flight at critically high air speeds, recognition of, and recovery from, spiral dive;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.e	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het vliegen met een kritische hoge luchtsnelheid, herkenning van en het herstellen uit een spiraalduikvlucht of herkenning en het vermijden van een spiraalduikvlucht	None	No	No additional training required since there is no difference.
(vi)	normal and crosswind take-offs and landings;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.f	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste starts en landingen normaal en bij dwarswind	None	No	No additional training required since there is no difference.

	(vii)	maximum performance (short field and obstacle clearance) take-offs, short-field landings;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.g	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste starts waarbij een maximumprestatie van het vliegtuig is vereist (kort veld en over hindernissen), landingen op een korte baan.	None	No	No additional training required since there is no difference.
	(viii)	cross-country flying using visual reference, dead reckoning and radio navigation aids;	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.h	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het maken van overlandvluchten met herkenningspunten op de grond, gegist bestek en, wanneer dat beschikbaar is, radionavigatiehulpmiddelen	None	No	No additional training required since there is no difference.
	(ix)	emergency operations, including simulated aeroplane equipment malfunctions	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.i	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste noodprocedures, inclusief gesimuleerde situaties waarbij de uitrusting van het vliegtuig niet of niet meer goed werkt	None	No	No additional training required since there is no difference.
	(x)	operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures and communication procedures	Bijlage 2 van de Regeling opleidingsinstellingen voor luchtvaardenden 2001 - Artikel 3.j	Het opleidingsplan voor de praktijkopleiding voor RPL(A) omvat ten minste het voorbereiden van vluchten van, naar en via verschillende luchtvaartterreinen, procedures met luchtverkeersdienstverlening; en radiotelefonieprocedures en terminologie	None	No	No additional training required since there is no difference.
	(2)	Before allowing the applicant to undertake his/her first solo flight, the FI should ensure that the applicant can operate the required systems and equipment.	None	None	Whole article	No	No additional training required since the holders of a RPL(A) already passed their practical exams.
(c)	(1)	<i>Syllabus of flight instruction</i> 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:	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(i)	the applicant's progress and ability;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(ii)	the weather conditions affecting the flight;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(iii)	the flight time available;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(iv)	instructional technique considerations;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(v)	the local operating environment;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(vi)	applicability of the exercises to the aeroplane or TMG type.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(2)	Each of the exercises involves the need for the applicant to be aware of the needs of good airmanship and look-out, which should be emphasised at all times.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(i)	<i>Exercise 1a: Familiarisation with the aeroplane or TMG:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	characteristics of the aeroplane or TMG;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	cockpit layout;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	systems;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	checklists, drills and controls.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(ii)	<i>Exercise 1b: Emergency drills:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	action if fire on the ground and in the air;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	engine cabin and electrical system fire;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(C)	systems failure;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	escape drills, location and use of emergency equipment and exits.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(iii)	<i>Exercise 2: Preparation for and action after flight:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	flight authorisation and aeroplane or TMG acceptance;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	serviceability documents;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	equipment required, maps, etc.;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	external checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(E)	internal checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	harness, seat or rudder panel adjustments;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(G)	starting and warm-up checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(H)	power checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(I)	running down system checks and switching off the engine;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(J)	parking, security and picketing (for example tie down);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(K)	completion of authorisation sheet and serviceability documents.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(iv)	<i>Exercise 3: Air experience:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	flight exercise	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(v)	<i>Exercise 4: Effects of controls:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	primary effects when laterally level and when banked;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	further effects of aileron and rudder;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	effects of:	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(a) air speed;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(b) slipstream;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

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	ake and steering failure.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(viii)	<i>Exercise 6: Straight and level:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	at normal cruising power, attaining and maintaining straight and level flight;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	flight at critically high air speeds;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	demonstration of inherent stability;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	control in pitch, including use of trim;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(E)	lateral level, direction and balance, trim;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	at selected air speeds (use of power);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(G)	during speed and configuration changes;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(H)	use of instruments for precision.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(ix)	<i>Exercise 7: Climbing:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

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(D)	side slipping (on suitable types);	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(E)	use of instruments for precision flight.	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xi)	<i>Exercise 9: Turning:</i>	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	entry and maintaining medium level turns;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	resuming straight flight;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	faults in the turn (in correct pitch, bank and balance);	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	climbing turns;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(E)	descending turns;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	slipping turns (for suitable types);	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(G)	turns onto selected headings, use of gyro heading indicator and compass;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(H)	use of instruments for precision.	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(xii)	<i>Exercise 10a: Slow flight:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	Note: the objective is to improve the student's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the aeroplane or TMG in balance while returning to normal air speed.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	safety checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	introduction to slow flight;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	controlled flight down to critically slow air speed;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	application of full power with correct attitude and balance to achieve normal climb speed.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xiii)	<i>Exercise 10b: Stalling:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	safety checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	symptoms;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	recognition;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	clean stall and recovery without power and with power;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(E)	recovery when a wing drops;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	approach to stall in the approach and in the landing configurations, with and without power and recovery at the incipient stage.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xiv)	<i>Exercise 11: Spin avoidance:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	safety checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	stalling and recovery at the incipient spin stage (stall with excessive wing drop, about 45°);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	instructor induced distractions during the stall.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xv)	<i>Exercise 12: Take-off and climb to downwind position:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	pre-take-off checks;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	into wind take-off;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	safeguarding the nose wheel (if applicable);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	crosswind take-off;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(E)	drills during and after take-off;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	short take-off and soft field procedure or techniques including performance calculations;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(G)	noise abatement procedures.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xvi)	<i>Exercise 13: Circuit, approach and landing:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	circuit procedures, downwind and base leg;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	powered approach and landing;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	safeguarding the nose wheel (if applicable);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	effect of wind on approach and touchdown speeds and use of flaps;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(E)	crosswind approach and landing;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(F)	glide approach and landing;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(G)	short landing and soft field procedures or techniques;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(H)	flapless approach and landing;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(I)	wheel landing (tail wheel aeroplanes);	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(J)	missed approach and go-around;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(K)	noise abatement procedures.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xvii)	<i>Exercise 12/13: Emergencies:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	abandoned take-off;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	engine failure after take-off;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	mislanding and go-around;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	missed approach.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	<i>Note: in the interests of safety, it will be necessary for pilots trained on nose wheel aeroplanes or TMGs to undergo dual conversion training before flying tail wheel aeroplanes or TMGs, and vice versa.</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xviii)	<i>Exercise 14: First solo:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

(A)	instructor's briefing including limitations;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	use of required equipment;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	observation of flight and de-briefing by instructor.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	<i>Note: during flights immediately following the solo circuit consolidation the following should be revised:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	procedures for leaving and rejoining the circuit;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	the local area, restrictions, map reading;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	use of radio aids for homing;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(D)	turns using magnetic compass, compass errors.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xix)	<i>Exercise 15: Advanced turning:</i>	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	steep turns (45 °), level and descending;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	stalling in the turn and recovery;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

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	(e) parking;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(f) security of aeroplane or TMG;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(g) refuelling;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(h) closing of flight plan, if appropriate;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(i) post-flight administrative procedures.	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xxiii)	Exercise 18b: Navigation problems at lower levels and in reduced visibility:	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(A)	actions before descending;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(B)	hazards (for example obstacles, and terrain);	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(C)	difficulties of map reading;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(D)	effects of wind and turbulence;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(E)	vertical situational awareness (avoidance of controlled flight into terrain);	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.

(F)	avoidance of noise sensitive areas;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(G)	joining the circuit;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(H)	bad weather circuit and landing.	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	To be determined	There is no flight training syllabus prescribed for RPL(A) in the Dutch regulations. It is not clear that the holder of a RPL is trained navigation problems at lower levels and in reduced visibility. Therefore the applicant shall declare that he experienced flight(s) at lower levels in reduced visibility. If the applicant has not met this requirement, additional training will be required.
(xxiv)	Exercise 18c: Radio navigation (basics):	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(A)	use of GNSS or VOR/ADF:	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(a) selection of waypoints or stations;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(b) to or from indications and orientation;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(c) error messages.	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(B)	use of VHF/DF:	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(a) availability, AIP and frequencies;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(b) R/T procedures and ATC liaison;	None	There is no flight syllabus prescribed for Whole article RPL(A) in the Dutch regulations	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.

	(c) obtaining a QDM and homing.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(C)	use of en-route or terminal radar:	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(a) availability and AIP;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(b) procedures and ATC liaison;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(c) pilot's responsibilities;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(d) secondary surveillance radar:	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(1) transponders;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(2) code selection;	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
	(3) interrogation and reply.	None	There is no flight syllabus prescribed for RPL(A) in the Dutch regulations	Whole article	No	Although there is no flight syllabus prescribed for RPL(A) in the Dutch regulations, this item will normally have been covered during the training of a holder of a RPL(A). In most cases the training of RPL(A) is comparable to the training for PPL(A). The holder of a RPL(A) also passed the practical examinations and showed to be able to handle the aircraft as required. Therefore no additional training is required.
(xxv)	Exercise 19: Stopping and restarting the engine (in the case of TMGs only):	None	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(A)	engine cooling;	None	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(B)	switching-off procedure;	None	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.
(C)	restarting of the engine.	None	Item is covered in the RPL(A) practical examination	None	No	No additional training required since there is no difference.

AMC2 FCL.110.A LAPL(A) — Experience requirements and crediting

CREDITING: PRE-ENTRY FLIGHT TEST

	The pre-entry flight test referred to in FCL.110.A(c) should cover the total content of the syllabus of flight instruction for the issuance of the LAPL(A), in accordance with AMC1 FCL.110.A.	None	None	Whole article	No	This requirement is dealing with examinations. The holder of an RPL(A) already passed the examinations. Therefore no additional training is required.
GM1 FCL.135.A; FCL.135.H						
	<i>DIFFERENCES AND FAMILIARISATION TRAINING</i>	NA	NA	NA	No	Item with regard to difference training. No implications for the conversion of a RPL(A) to a LAPL(A).
(a)	Differences training requires the acquisition of additional knowledge and training on an appropriate training device or the aircraft.	NA	NA	NA	No	Item with regard to difference training. No implications for the conversion of a RPL(A) to a LAPL(A).
(b)	Familiarisation training requires the acquisition of additional knowledge	NA	NA	NA	No	Item with regard to difference training. No implications for the conversion of a RPL(A) to a LAPL(A).