YOUR FIRST LICENCE / LAPL(A)

Light Aircraft Pilot Licence

A route into recreational flying in light aeroplanes, considered with the Head of Training.



Course summary

The LAPL(A) is intended for recreational flying. It covers relevant single-engine piston aeroplanes and touring motor gliders up to 2,000 kg, with no more than three passengers. The club normally recommends the PPL; starting a LAPL course requires Head of Training approval so that the route matches your aims.

Entry requirements

- No previous flying experience is required.
- Head of Training approval before starting this route.
- Minimum age 16 for solo flight and 17 for licence issue.
- At least an appropriate LAPL medical before solo flight, plus club membership.

Credits available

- Previous pilot-in-command experience may be credited following a pre-entry assessment, within the limits in FCL.110.A.
- Credit cannot exceed the experience held or half the 30-hour requirement, and cannot replace the required supervised solo flying.
- Separate provisions apply to eligible sailplane licence holders with touring motor glider privileges.

LAPL(A) / TRAINING & NEXT STEPS

Hours

Flight training	30 hours minimum
Dual instruction	At least 15 hours in the class used for the test
Supervised solo	At least 6 hours, including 3 hours cross-country
Qualifying cross-country	At least 80 NM, with a full-stop landing at one other aerodrome
After licence issue	Normally 10 hours as pilot in command before carrying passengers

Minima are not completion guarantees. The passenger requirement is pilot-in-command time, not a requirement for ten solo hours; an exemption applies to specified previous licence holders.

Theoretical knowledge (TK)

The same nine theoretical knowledge subject areas are studied for the LAPL and PPL. Join the club's ground school and coordinate theory with your flight training.

Frequently asked questions

Why does the club usually recommend PPL?

It offers more scope for further ratings and professional progression. We will discuss whether the LAPL's privileges and medical requirements better suit your circumstances.

Can I add an instrument rating?

A LAPL does not qualify you for a BIR or IR. You would first need to progress to at least a PPL and meet the rating's entry requirements.

Where is the licence recognised?

It is an EASA licence rather than an ICAO-compliant PPL. Check recognition and local requirements before flying outside the EASA system.

Your next step

Enquire at info@waterfordaeroclub.com. Tell us your goals and flying experience. Training availability, approved scope and individual eligibility are confirmed before enrolment.

Prices are maintained separately on the website pricing page. Contact the club for current pricing.

Reference: FCL.020, FCL.100, FCL.105.A and FCL.110.A; Part-MED. EASA Aircrew rules, November 2025 edition.