



Circulaire

CIR/FCL 10

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Objet : Programme et procédures des tests d'aptitude et du contrôle de compétence IR(A).

Betreft: Programma en procedures van de vaardigheidstest en bekwaamheidsproof IR(A).

Réf. :

Arrêté royal du 4 mars 2008 réglementant les licences civiles de pilote d'avions. Art. 43, 44 et 49.

Ref. :

Koninklijk besluit van 4 maart 2008 tot regeling van de burgerlijke vergunningen van bestuurder van vliegtuigen. Art. 43, 44 en 49.

JAR-FCL 1.210
App 1 & 2 to JAR-FCL 1.210
IEM-FCL 1.210

JAR-FCL 1.210
App 1 & 2 to JAR-FCL 1.210
IEM-FCL 1.210

Le Directeur général a.i.,
De Directeur-generaal a.i.,

L'édition 4 comprend
De 4^{de} uitgave bevat

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FCL 10

Cette circulaire décrit le programme et les procédures qui sont d'application pour l'épreuve d'aptitude et le contrôle de compétence en vue de l'obtention et de la revalidation de la qualification de vol aux instruments sur avions IR(A).

Si la qualification IR(A) est renouvelée, le candidat doit préalablement satisfaire à toutes les conditions complémentaires établies par le Directeur général de la Direction générale Transport aérien.

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Deze circulaire beschrijft het programma en de procedures die van toepassing zijn voor de vaardigheidstest en de bekwaamheidsproef met het oog op de verkrijging en de wedergeldigmaking van de bevoegdverklaring instrumentvliegen op vliegtuigen IR(A).

Indien de IR(A) bevoegdverklaring hernieuwd wordt, moet de kandidaat voldoen aan alle bijkomende voorwaarden die door de Directeur-generaal van het Directoraat-generaal Luchtvaart zijn gesteld.

Appendix 1 to JAR–FCL 1.210

IR(A) – Skill test

(See JAR–FCL 1.185 and 1.210)

(See IEM FCL 1.210)

- 1 An applicant for a skill test for the IR(A) shall have received instruction on the same class or type of aeroplane to be used for the skill test. The aeroplane used for the skill test shall meet the requirements for training aeroplanes set out in Appendix 1a to JAR–FCL 1.055. (see CIR/FCL 2)
- 2 The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record, shall be checked by the examiner.
- 3 An applicant shall pass sections 1 through 5 of the test/check, and section 6 of Appendix 2 to JAR–FCL 1.210 if a multi-engine aeroplane is used. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall take the failed section again. Failure in any section of the re-test, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All sections of the skill test shall be completed within six months.
- 4 Further training may be required following any failed test/check. Failure to achieve a pass in all sections of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

- 5 The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.
- 6 The FE will ensure that the test is conducted safely, with respect to the requirements of the Royal Decree of 4 March 2008 and in conformity with the guidelines of CIR/FCL 28.
- 7 Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.
- 8 At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.
- 9 An applicant shall fly the aeroplane from a position where the pilot-in-command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aeroplane, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. A multi-pilot restriction may be removed by the applicant carrying out a skill test in accordance with Appendix 1 to JAR–FCL 1.210 in a single-pilot aeroplane with no other crew member involved in the conduct of the flight. The skill test for this purpose may be conducted in an FNPT II or a flight simulator. Responsibility for the flight shall be allocated in accordance with national regulations.
- 10 Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
- 11 An applicant for IR(A) shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

FLIGHT TEST TOLERANCES

12 The applicant shall demonstrate the ability to:

- operate the aeroplane within its limitations;
- complete all manoeuvres with smoothness and accuracy;
- exercise good judgement and airmanship;
- apply aeronautical knowledge; and
- maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

13 The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

Generally	±100 feet
Starting a go-around at decision height	+50 feet/–0 feet
Minimum descent height/MAP/altitude	+50 feet/–0 feet

Tracking

on radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path

Heading

all engines operating	±5°
with simulated engine failure	±10°

Speed

all engines operating	±5 knots
with simulated engine failure	+10 knots/–5 knots

CONTENT OF THE TEST

14 The skill test contents and sections set out in Appendix 2 to JAR–FCL 1.210 shall be used for the skill test (see Annex 1). The application and report form as set out in Annex 2 will be used for the IR(A) skill test. Section 2 item d, and Section 6 of the skill test may, for safety reasons, be performed in a FNPT II or flight simulator.

ANNEX 1 – CIR/FCL 10

Appendix 2 to JAR–FCL 1.210

Contents of the skill test/proficiency check for the issue of an IR(A)

(See JAR–FCL 1.185 and 1.210)

(See IEM FCL 1.210)

SECTION 1 PRE-FLIGHT OPERATIONS AND DEPARTURE	
<i>Use of checklist, airmanship, anti/de-icing procedures, etc., apply in all sections.</i>	
a	Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance
b	Use of Air Traffic Services document, weather document
c	Preparation of ATC flight plan, IFR flight plan/log
d	Pre-flight inspection
e	Weather Minima
f	Taxiing
g	Pre-take off briefing. Take off
h	Transition to instrument flight
i	Instrument departure procedures, altimeter setting
j	ATC liaison - compliance, R/T procedures
SECTION 2 GENERAL HANDLING	
a	Control of the aeroplane by reference solely to instruments, including: level flight at various speeds, trim
b	Climbing and descending turns with sustained Rate 1 turn
c	Recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns
d*	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration
e	Limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.

* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

SECTION 3 EN-ROUTE IFR PROCEDURES	
a	Tracking, including interception, e.g. NDB, VOR, RNAV
b	Use of radio aids
c	Level flight, control of heading, altitude and airspeed, power setting, trim technique
d	Altimeter settings
e	Timing and revision of ETAs (En-route hold – if required)
f	Monitoring of flight progress, flight log, fuel usage, systems management
g	Ice protection procedures, simulated if necessary
h	ATC liaison and compliance, R/T procedures
SECTION 4 PRECISION APPROACH PROCEDURES	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed heading control, (stabilised approach)
h+	Go-around action
i+	Missed approach procedure / landing
j	ATC liaison – compliance, R/T procedures

* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

SECTION 5 NON-PRECISION APPROACH PROCEDURES	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter settings
c	Approach and landing briefing, including descent/approach/landing checks
d+	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h+	Go-around action
i+	Missed approach procedure/landing
j	ATC liaison – compliance, R/T procedures
SECTION 6 (if applicable) Simulated asymmetric flight	
a *	Simulated engine failure after take-off or on go-around
b *	Asymmetric approach and procedural go-around
c *	Asymmetric approach and landing, missed approach procedure
d *	ATC liaison: compliance, R/T procedures

* May be performed in a Flight Simulator or FNPT II

+ May be performed in either Section 4 or Section 5

ANNEX 2 – CIR/FCL 10

IEM FCL 1.210

IR (A) Skill test and proficiency check form

See JAR-FCL 1.185 & 1.210

APPLICATION AND REPORT FORM FOR THE IR(A) SKILL TEST

Applicant's last name:		First name:	
Licence held:		Number:	
Name of training organisation:			

1	Details of the flight		
Class/Type of aeroplane:		Departure aerodrome:	
Registration:		Destination aerodrome:	
Block time off:		Block time on:	
Total block time:		Take-off time:	

2	Result of the test <small>*delete as necessary</small>		
Passed*	Failed*	Partial pass*	

3	Remarks

Location and date:		Type and number of FE's licence:	
Signature of FE:		Number of FE's authorization	
		Name of FE, in capitals:	

In case of revalidation :

IR rating	was valid till :		revalidated till :	
	date		date	