



Circulaire

CIR/FCL 11

Date : 01/2009

Datum

Edition : 3
Uitgave

Objet : Vol de nuit en avion.

Betreft: Nachtvluchten met vliegtuig.

Réf. :

Arrêté royal du 4 mars 2008 réglementant les licences civiles de pilote d'avions.
Article 33, § 3.

Ref. :

Koninklijk besluit van 4 maart 2008 tot regeling van de burgerlijke vergunningen van bestuurder van vliegtuigen.
Artikel 33, § 3.

JAR-FCL 1.125 (c)

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

L'édition 3 comprend
De 3^{de} uitgave bevat

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blz. gedagtekend

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La présente circulaire décrit le programme de formation théorique et pratique qu'un détenteur d'une PPL(A) doit suivre en vue de pouvoir voler de nuit dans les conditions de vol à vue.

L'avion utilisé devra disposer d'un certificat de navigabilité permettant d'effectuer des " vols IFR " ou des " vols de nuit suivant les règles de vol à vue ".

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Deze circulaire beschrijft het theoretische en praktische opleidingsprogramma dat de houder van een PPL(A) moet volgen om bij nacht, in de omstandigheden voor zichtvluchten, te mogen vliegen.

Het gebezigde vliegtuig moet een bewijs van luchtwaardigheid bezitten dat toelaat om "IFR-vluchten" of "Nachtvluchten volgens de zichtvliegvoorschriften" uit te voeren.

PPL(A) Night Qualification Course

1. The aim of the course is to qualify PPL(A) holders to exercise the privileges of the licence at night.
2. A holder of PPL(A) applying for a night qualification shall have completed at least 100 hours of flight time as pilot, including at least 60 hours as PIC and 20 hours cross-country flight.
3. The course shall be completed within 6 months.
4. For licence endorsement, a certificate of satisfactory completion of the course shall be issued by the FI or Head of Training.

THEORETICAL KNOWLEDGE

5. The theoretical knowledge syllabus shall comprise at least 5 hours of instruction, covering the revision and/or explanation of :
 - night VMC minima
 - rules regarding airspace control at night and facilities available
 - rules regarding aerodrome ground/runway/landing site/obstruction lighting
 - aircraft navigation lights and collision avoidance rules
 - physiological aspects of night vision and orientation
 - dangers of disorientation at night
 - dangers of weather deterioration at night
 - instrument systems/functions and errors
 - instrument lighting and emergency cockpit lighting systems
 - map marking for use under cockpit lighting
 - practical navigation principles
 - radio navigation principles
 - planning and use of safety altitude
 - danger from icing conditions, avoidance and escape manoeuvres

FLYING TRAINING

6. Exercises 1 to 3 of flying training syllabus shall be completed to the satisfaction of the instructor and may be completed in at least a FNPT I.
7. Exercises 4 to 6 of flying training syllabus shall comprise at least 5 hours, including at least 3 hours dual instruction including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full-stop landings.
8. Items marked (*) shall be completed in simulated IMC and may be completed in daylight.
9. The flying exercises shall comprise:
 - Exercise 1
(repeat as necessary until the student achieves a safe and competent standard)
 - revise basic manoeuvres when flying by sole reference to instruments*
 - explain and demonstrate transition to instrument flight from visual flight*
 - explain and revise recovery from unusual attitudes by sole reference to instruments*
 - Exercise 2
(repeat as necessary until the student achieves a safe and competent standard)
 - explain and demonstrate use of radio navigation aids when flying by sole reference to instruments, to include position finding and tracking*
 - Exercise 3
(repeat as necessary until the student achieves a safe and competent standard)
 - explain and demonstrate the use of Radar Assistance *

- Exercise 4
(repeat as necessary until the student achieves a safe and competent standard)
 - explain and demonstrate night take-off techniques
 - explain and demonstrate night circuit technique
 - explain and demonstrate night approaches (constant angle) with or without visual approach aids
 - practise take-off's, circuits and approaches
 - explain and demonstrate night Emergency procedures to include:
 - simulated engine failure,
(to be terminated with power recovery at a safe altitude)
 - simulated engine failure including single engine approach and landing, (multi-engine only)
 - simulated inadvertent entry to IMC (not on base leg or final)
 - internal and external lighting failure
 - other Malfunctions and Emergency procedures as required by the Aircraft Flight Manual
- Exercise 5
 - solo night circuits
- Exercise 6
 - explain and demonstrate night cross country techniques
 - practise night cross country dual and as SPIC to a satisfactory standard

Application and Report Form for Aeroplane Night Flight Qualification

Applicant's name	last		First Name	
Licence hold			Number	

Experience	Total time:	Pic time:	X-Country:
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Theoretical Training

Fromto			
Number of hours			
Instructor's name		Instructor's signature	

Flight Training

Exercice	Number of hours		
	DC	Solo	X-Country Nav.
1			
2			
3			
4			
5			
6			
Total			
Instructor's name		Instructor's signature	

I declare thathas satisfactorily completed the above mentioned training

Date		Instructor's name	
Instructor's licence number		Instructor's signature	