

Instrument Rating (IR) & Cross-credit system

This notice is for information only. It can be used as guidance and/or Awareness.

Applicability:

Licencing	All pilots with IR Rating and Examiners
Medical	
Training organisation	
FSTD	

Aircraft Category:

Airplane <input checked="" type="checkbox"/>	Helicopter <input checked="" type="checkbox"/>	Sailplane <input type="checkbox"/>	Balloon <input type="checkbox"/>	Airship <input type="checkbox"/>
ULM <input type="checkbox"/>	Paramoteur <input type="checkbox"/>	RPAS <input type="checkbox"/>		

1. Introduction

This Information Notice explains the privileges and validity of an IR rating, how to obtain it and what is the cross-credit system, how to apply it and, for the examiners, how to enter it on the licence.

2. Guidance and/or Awareness

The information notice presents extracts from the regulation (boxed texts in italic and bold) with, for each extract, explanations.

2.1 Training and testing prerequisites

Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. They shall demonstrate a level of theoretical knowledge appropriate to the privileges granted. They shall pass a skill test to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.

Regarding the particularities of the Performance Based Navigation (PBN) training and testing, please refer to the appropriate information on https://mobilit.belgium.be/fr/transport_aerien/licences/pbn.

2.2 Medical prerequisites

Applicant for an IR shall hold a Class 1 medical certificate, except in the case of PPL holder:

MED.A.030 Medical certificates

(g) If an instrument rating is added to a PPL, the licence holder shall undertake pure tone audiometry examinations in accordance with the periodicity and the standard required for Class 1 medical certificate holders.

This means that the pilots who have a class 2 medical and want to fly under IFR conditions, need an extra medical test.

2.3 Licensing prerequisites

FCL.600 IR – General

Except as provided in FCL.825*, operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.

* En route Instrument rating

The pilot wishing to conduct operations under IFR shall have, endorsed on his/her licence, in the section XII “Ratings, certificates and privileges”, on the same line as the class of type rating used for the operation, an IR category. It goes without saying that both ratings, class or type rating and IR rating, have to be valid at the time of the IFR operations.

XII Ratings, certificates and privileges				
Class/Type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
B737 300-900	31/01/2018	CAT II/III	31/01/2018	MP
B777/787	30/11/2017	CAT II/III	30/11/2017	MP
SEP (land)	31/07/2018	CAT I	30/04/2018	SP
Instructors	Valid until	Remarks and Restrictions		
FI(A)	28/02/2019	CPL, IR/SE, Night		
IRI(A)	31/01/2019			
Examiners	Valid until	Remarks and Restrictions		
Nil				

Figure 1 – Ratings, certificates and privileges on the Flight Crew Licence

E.g.: if I want to fly on 03/01/2018 on a C152 under IFR, it is possible with the following endorsements on my licence:

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
SEP (land)	31/07/2018	CAT I	30/04/2018	SP

E.g.: if I want to fly on 25/05/2018 on a C152 under IFR, it will not be possible with the following endorsements on my licence:

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
B737 300-900	31/01/2018	CAT II/III	31/01/2018	MP
B777/787	30/11/2017	CAT II/III	30/11/2017	MP
SEP (land)	31/07/2018	CAT I	30/04/2018	SP

Remark: it should be noted that the PBN operations are not endorsed on the licence.

2.4 IR categories

FCL.605 **IR – Privileges**

(a) The privileges of a holder of an IR are to fly aircraft under IFR with a minimum decision height of 200 feet (60 m).

On Belgian Part-FCL licence, these privileges are endorsed as a “CAT I” mention under the IR category

(b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9* to this Part in multi-pilot aircraft.

* Appendix 9 - Checklist Type ratings Multi-pilot Aeroplanes and High performance complex Aeroplanes is a list of exercises that have to be done during the training and the skill test.

The applicant for lower decision heights (also called low visibility operations) has:

- to undergo a specific training at an ATO. The responsible instructors for the ATO have to sign the exercises of the section 6 of the Appendix and,
- to pass as a skill test the section 6 of Appendix 9.

The decision heights lower than 200 feet may be seen as an extension of the privileges of the IR on a given aircraft. It is not necessary to have the section 6 signed by instructors and examiners for the first issuance of the rating. Afterwards training, within an ATO, and skill test may be performed to extend the IR to lower decision heights.

On Belgian Part-FCL licence, these privileges are endorsed as a “CAT II/III” mention under the IR category.

2.5 Exercise of the privileges of an IR

FCL.605 **IR – Privileges**

(a) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to this Part.

Hereunder the BCAA interpretation to exercise the privileges granted for the different types of aircraft:

A. Aeroplanes

a. For MP type rating

The IR is included in the rating – it is not possible to follow a training for these ratings without receiving also a specific IR training – and gives no other privileges to any other type or class ratings.

e.g.: B737 300-900 doesn't give any privileges to fly IFR for an ATR42/72 or a MEP(Land) or a SEP(Land).

b. For High performance complex aeroplane type rating

The IR is included in the rating – it is not possible to follow a training for these ratings without receiving also a specific IR training – and gives no other privileges to any other type or class ratings.

e.g.: C525 doesn't give any privileges to fly IFR for an ATR42/72 or a MEP(Land) or a SEP(Land).

c. For SP ME non-high performance complex aeroplane type rating, operated as SP

The IR gives privileges for other SP ME non-high performance complex aeroplane type ratings only if the section 6 of the skill test schedule for the additional SP ME non-high performance complex aeroplane type rating has been flown solely by reference to instruments in SP operations.

e.g.: The IR on a D128 can give IR privileges for the EMB110 but not for the SEP(Land) or MEP(Land).

d. For SP ME non-high performance complex aeroplane type rating, operated as MP

The IR gives no other privileges to any other type or class ratings.

e.g.: The IR on a Grumman Tracker in MP doesn't give any other privileges.

e. For SP ME class rating, operated as SP

The IR gives privileges for SE classes and SE type ratings, SP ME classes and non-high performance complex aeroplane type ratings.

e.g.: The IR on MEP(Land) gives privileges on SEP(Land), Cessna SET, MEP(Sea) and BN2T.

f. For SP ME class rating, operated as MP

The IR gives no other privileges to any other type or class ratings.

e.g.: The IR on a DA62 operated as MP doesn't give any other privileges.

g. For SP SE class rating

The IR gives privileges for other SE classes and for SE type ratings

e.g.: The IR on Pilatus PC12 SET gives privileges for SEP(Sea) and for Pilatus PC9/PC7MkII.

h. For SP SE type rating

The IR gives privileges for SE classes and for other SE type ratings.

e.g.: The IR on Pilatus PC9/PC7MkII gives privileges for TBM SET.

B. Helicopters

a. For MPH type rating

The IR is included in the rating and gives no other privileges to any other type ratings.

e.g.: SA330 doesn't give any privileges to fly IFR for S365/EC155.

b. For SP ME type rating, operated as SP

The IR gives privileges for SE type ratings and for other SP ME type ratings only if the additional training for extending an IR(H) to further type is completed (*).

c. For SP ME type rating, operated as MP

The IR gives no other privileges to any other type ratings.

(*) AMC2 FCL.725(a) Requirements for the issue of class and type ratings:

Holders of an IR(H) wishing to extend the IR(H) to further types should have additionally 2 hours flight training on type by sole reference to instruments according to IFR which may be conducted in an FFS C/D or FTD 2/3. Holders of an SE IR(H) wishing to extend the IR privileges to an ME IR(H) for the first time should complete at least 5 hours training.

In any case, if privileges of an IR rating from a type or class rating are 'transposable' to another class or type rating, an IR date will be endorsed on the licence, next to the class and type ratings for which it is applicable. This will be explained further in this note.

2.6 Limitation of the IR

FCL.610 IR — Prerequisites and crediting

Applicants for an IR shall:

A. hold:

(1) at least a PPL in the appropriate aircraft category, and

i. the privileges to fly at night in accordance with FCL.810, if the IR privileges will be used at night;

Even when the applicant for an IR doesn't hold a Night rating, it is still possible to obtain an IR rating. In this case the privileges of an IR shall be limited for its use by Day only conditions. The limitation ("by Day only") will be endorsed on the licence on the same line as the type or class rating and the IR rating.

E.g.:

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
SEP (land)	31/01/2018	CAT I	28/02/2017	SP, IR by Day only

2.7 Validity of an IR, revalidation and renewal

2.7.1 Validity of an IR

FCL.625 IR — Validity, revalidation and renewal

(a) Validity. An IR shall be valid for 1 year.

2.7.2 Revalidation

Quick reminder:

- A **revalidation** procedure must be followed when the rating is still valid.
- Once the rating is not valid anymore a **renewal** procedure must be followed.

Be careful: if a **revalidation** procedure is started but if it is not possible to finish the whole process before the end of the validity date (including sending your documents to the Licensing department if needed), a **renewal** procedure must be followed.

FCL.625 IR — Validity, revalidation and renewal

(b) Revalidation.

(1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating.

Normally the revalidation of the IR occurs within the 3 months immediately preceding the expiry date of the rating. It is commonly accepted that the revalidation may occur outside the above defined period, which means sooner than those last 3 months of validity. In this case, a new expiry date will be calculated taking into account the date of the proficiency check plus one year extended to the end of month.

(2) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until they have passed the proficiency check.

An applicant having failed or partially passed an IR is no more authorised to exercise the privileges of the IR from the moment of the failed or partially passed test, even if this is before the end of the validity date of the IR.

E.g.: Pacôme has an IR valid until 28/02/2018. He fails the IR proficiency check on 15/01/2018. From that date (15/01/2018) he may not fly by instruments (with IR rating) anymore until he succeeds to pass the IR proficiency check and it is written on his licence.

2.7.2.1 Specific requirements for the aeroplane category

FCL.625.A IR(A) — Revalidation

(a) Revalidation. Applicants for the revalidation of an IR(A):

(1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to this Part;

(2) when not combined with the revalidation of a class or type rating, shall:

(i) for single-pilot aeroplanes, complete section 3b and those parts of section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to this Part; and

(ii) for multi-engine aeroplanes, complete section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to this Part by sole reference to instruments.

For clarification of the point (1) above, the appropriate class/type rating has to be valid during the check.

For clarification of the point (2) above,

- for single-pilot aeroplanes, the following sections have to be filled in: section 3b and parts of section 1 relevant to the flight;
- for multi-engine aeroplanes, the following sections have to be filled in: section 6, the section 3b and parts of section 1 relevant to the flight;

The corresponding Flight test schedule is accessible on BCAA website at

http://mobilit.belgium.be/fr/transport_aerien/formulaires/immatriculation_et_licences

or

http://mobilit.belgium.be/nl/luchtvaart/formulieren/inschrijvingen_en_vergunningen

(3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.

For clarification of the point (3) above,

- (i) for single-pilot aeroplanes, the following sections have to be filled in: section 3b and parts of section 1 relevant to the flight;
- (ii) for multi-engine aeroplanes, the following sections have to be filled in: section 6, section 3b and parts of section 1 relevant to the flight;

2.7.2.2 Specific requirements for the helicopter category

FCL.625.H IR(H) — Revalidation

(a) Applicants for the revalidation of an IR(H):

- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to this Part, for the relevant type of helicopter;***
- (2) when not combined with the revalidation of a type rating, shall complete only section 5 and the relevant parts of section 1 of the proficiency check established in Appendix 9 to this Part for the relevant type of helicopter. In this case, an FTD 2/3 or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.***

The corresponding Flight test schedule is accessible on our website at

http://mobilit.belgium.be/fr/transport_aerien/formulaires/immatriculation_et_licences

or

http://mobilit.belgium.be/nl/luchtvaart/formulieren/inschrijvingen_en_vergunningen

2.7.3 Renewal

FCL.625 IR — Validity, revalidation and renewal

(c) Renewal. If an IR has expired, in order to renew their privileges applicants shall:

- (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to this Part; and***

In order to renew an IR rating, the applicant shall go through a refresher training. In other words, if the applicant doesn't hold an IR endorsement (IR category and validity date) for a class or type rating anymore, he shall contact an ATO for a renewal training of the IR. The content of the renewal training is the responsibility of the ATO but the ATO has to follow the acceptable means of compliance AMC1 FCL.625(c) IR — Validity, revalidation and renewal.

- (2) complete a proficiency check in accordance with Appendix 9 to this Part, in the relevant aircraft category.***

The corresponding Flight test schedule is accessible on our website at

http://mobilit.belgium.be/fr/transport_aerien/formulaires/immatriculation_et_licences

or

http://mobilit.belgium.be/nl/luchtvaart/formulieren/inschrijvingen_en_vergunningen

(d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

The particular situation of pilots who are flying IFR in an aircraft that is not European registered is described in the following [Information Notice INFO/L-LIC/EN/2015-07](#).

2.8 IR cross credits

2.8.1 Introduction

Credits can be granted for the IR part of a proficiency check. This means that when a pilot is performing a combined proficiency check, type or class rating with IR, he/she may be exempted of the IR part of the IR proficiency check.

Credits can only be given if the pilot undergoes a revalidation procedure of the class/type including IR.

It should be noted that credits can only be given under certain conditions.

2.8.2 Revalidation and cross credits for Aeroplanes

FCL.625.A IR(A) — Revalidation

(b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

Credits can only be granted if the pilot undergoes a revalidation procedure of the following class/type including IR:

- single-engine aeroplane
- single-pilot multi-engine aeroplane

A pilot doesn't get any cross-credits during a skill test for a class or type rating.

The cross-credit shall only be granted by examiners holding privileges for revalidating or renewing single-pilot IR or by the BCAA licensing office.

It should be noted that credits can only be given under certain conditions:

1. the pilot can only receive credits, towards the IR part in a proficiency check, from another valid type or class with a valid IR endorsement
2. depending from which type or class the pilot can receive credits, there are supplementary requirements: see (1) and (2) at the bottom of the table hereunder (table of Appendix 8)

E.g.: I have just done my proficiency check for the A320 on 21 June 2017. My new licence looks like this:

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
A320	30/06/2018	CAT II/III	30/06/2018	MP
MEP (land)	31/08/2017	CAT I	31/08/2017	SP

I didn't get any credit for the IR-SP-ME from the endorsement of the A320, because it is not the purpose of cross-credits. It is only if I do a MEP(L) prof check that I can receive the cross-credits from the A320.

E.g.: I have just done my skill test for the SEP(L) on 21 June 2017. My new licence looks like this:

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
A320	31/08/2018	CAT II/III	31/08/2018	MP
SEP (land)	30/06/2019			SP

I didn't get any credit for the IR-SP-SE from the endorsement of the A320, because I did a SKILL test (and not a proficiency check) for my SEP(L) and section 3B of appendix 9 has been skipped during the skill test.

The credits are determined by Appendix 8 below.

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.

Appendix 8	
When a proficiency check including IR is performed, and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MP type rating; High performance complex aeroplane type rating	SE class (1) and SE type rating (1), and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 3B of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 (2)
SP ME non-high performance complex aeroplane type rating, operated as single-pilot	SP ME class (2), and SP ME non-high performance complex aeroplane type rating, and SE class and type rating (1)
SP ME non-high performance complex aeroplane type rating, restricted to MP operation	SP ME class (2), and SP ME non-high performance complex aeroplane type rating (2), and SE class and type rating (1)
SP ME class rating, operated as single-pilot	SE class and type rating, and SP ME class, and SP ME non-high performance complex aeroplane type rating
SP ME class rating, restricted to MP operation	SE class and type rating (1), and SP ME class (2), and SP ME non-high performance complex aeroplane type rating (2)
SP SE class rating	SE class and type rating
SP SE type rating	SE class and type rating
<p>(1) Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on a SP class or type of aeroplane in single pilot operations</p> <p>(2) Provided that the applicant has passed section 6 of the skill test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation.</p>	

E.g.: I want to do a revalidation of my MEP(Land) and the corresponding IR privileges.

First step: My MEP(Land) and corresponding IR privileges are valid, I am eligible for credits.

Second step: I have a valid B747 rating (with valid included IR) obtained by skill test, I can benefit from IR credits coming from the B747.

Third step: Are there complementary requirements? As I have a valid B747 from which I will take credits., I will look at the MP type in the table. On the left of the 1st row of the table, I can find the MP type and on the right of the same row, I can find for which ratings the credits are valid. The SP ME class is included in the right part: I can have credits from the B747 for the IR of MEP(Land). Nevertheless there is a condition, written at the bottom of the table (see (2)): section 6 has to be flown by reference to instruments in single-pilot operations.

Conclusion: During the proficiency check on MEP(Land) I receive credits for the section 3B of appendix 9, but I have to pass on the MEP(Land) the exercises of section 6 by sole reference to instruments in order to have my IR rating on MEP(Land) revalidated.

2.8.3 Revalidation and cross credits for Helicopters

FCL.625.H IR(H) — Revalidation

(b) Cross-credit shall be given in accordance with Appendix 8 to this Part.

Credits can only be granted if the pilot undergoes a revalidation procedure of the following type including IR:

- single-engine helicopter
- single-pilot multi-engine helicopter

A pilot doesn't get any cross-credits during a skill test for a type rating.

The cross-credit shall only be granted by examiners holding privileges for revalidating or renewing single-pilot IR or by the BCAA licensing office.

It should be noted that credits can only be given under certain conditions:

1. the pilot can only receive credits from another valid type that has a valid IR endorsement
2. depending from which type the pilot can receive credits, there are supplementary requirement: see (1) at the bottom of the table hereunder (table of Appendix 8)

The credits are determined by Appendix 8 hereunder.

When a proficiency check, including IR, is performed and the holder has a valid:	Credit is valid towards the IR part in a proficiency check for:
MPH type rating	SE type rating (1), and SP ME type rating (1).
SP ME type rating, operated as single-pilot	SE type rating, SP ME type rating.
SP ME type rating, restricted to multi-pilot operation	SE type rating, (1) SP ME type rating (1).
(1) Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.	

E.g.: I want to do a revalidation of my Bell 206 and the corresponding IR.

First step: I have a valid SP SE IR on the Bell 206, I am eligible for credit.

Second step: I have a valid EC175 rating including IR, I can benefit from credits coming from the EC175.

Third step: Are there complementary requirements? I select the MPH type ratings row, as the EC175 is a MPH type. In this row I select the SP ME type rating. So I have to demonstrate that I have flown 3 IFR departures and approaches on the Bell 206.

2.9 Examiner's point of view

Remark: Only the following examiners with single-pilot IR revalidation and renewal privileges may cross credit an IR. The other examiners don't hold these privileges and are not allowed to cross credit the IR.

- IRE(A) and IRE(H)
- CRE complying with FCL.1005.CRE (b) (2)
- TRE(A) for single-pilot aeroplanes
- TRE(H) complying with FCL.1005.TRE (b) (2)

2.9.1 Procedure for cross-credits

Assuming that the criteria to benefit from credits are met (see here above) the method for examiners to revalidate IR ratings on the backside of the licence shall be as follow:

1. Spot the date when the IR skill test or proficiency check, that the credit will be coming from, has been performed

2. Compare this date to the expiry date of the IR that will benefit from the credit
3. If the date is within the 3 months immediately preceding the IR expiry date, the expiry date will be extended for 1 year. If the date is outside the 3 months, a new expiry date is calculated from the date of the IR skill test or proficiency check plus 1 year, extended to end of the month.
4. Endorse the licence with the IR rating by writing down, in the column “Date of rating test”, the date of the IR skill test or proficiency check that the credit comes from and, in the column “Date of IR test”, the mention “X-credit”.

E.g.:

I have two valid aeroplane ratings in my licence: A320 valid till 30 September 2017 and SEP(Land) valid 31st December 2017 with a valid IR-SP-SE till 31st December 2017.

I have performed a proficiency check on A320 the 5th August 2017 with my examiner Lucy Heartfilia. The A320 is now valid till 30/09/2018.

I have to perform a proficiency check for my SEP(L) because it expires on 31st December 2017 at the same moment of the IR-SP-SE. The SEP(L) proficiency check is taken and passed on the 2nd December 2017. Considering my credit, as I fly regularly on SEP(L) in IFR conditions and I meet the requirements of the number of IFR departures and approaches, my examiner, Bob Sponge, FE(A) and IRE(A), will endorse my licence as follow:

1. *he spots the date of the IR proficiency check on the A320: 05/08/2017*
2. *he compares this date to the expiry date of my IR on the SEP(Land): 31/12/2017*
3. *he comes to the conclusion that the IR has been performed outside the 3 months period immediately preceding the 31/12/2017. So he endorses my licence as follow with a new validity period for my IR-SP-SE: 31/08/2018.*

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
A320/CatII/III/MP	05/08/2017	05/08/2017	30/09/2018	BE.FCL.654321.A TRE(A)	<i>Lucy Heartfilia</i>
SEP(L)	02/12/2017		31/12/2019	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Sponge</i>
IR-SP-SE	05/08/2017	X-credit	31/08/2018	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Sponge</i>

2.9.2 Endorsing the licence

2.9.2.1 For aeroplane category

The philosophy is the use of one line combining the rating and the IR when the IR is intrinsic to the rating and the use of two lines when the IR can be seen as a “supplementary” rating.

1. MP type ratings

The licence endorsement followed by the IR category and followed by “MP”

E.g.: “A320/CatII/III/MP” or “ATR42/72/CatI/MP”

Example of MP type rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
A320/CatII/III/MP	05/08/2016	05/08/2016	31/08/2017	BE.FCL.654320.A TRE(A)	<i>Mike Michel</i>

2. High performance complex aeroplane type rating

The licence endorsement followed by the IR category and followed by “SP” or “MP” or “SP/MP”

E.g.: “C510/CatI/SP” or “BE90/99/100/200/CatI/SP/MP”

Example of high performance complex aeroplane type rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
C525/CatI/SP/MP	13/06/2016	13/06/2016	31/07/2017	BE.FCL.654320.A TRE(A)	<i>Mike Michel</i>

3. SP ME non-high performance complex aeroplane type rating, SP ME class rating, SP SE class rating and SP SE type rating

The Class or type rating and the IR (if required) shall form 2 separate entries on the Certificate of Revalidation.

A first line shall indicate the licence endorsement. E.g.: “D128” or “BN2T” or “MEP(Sea)” or “MEP(Land)” or “SEP(Land)” or “Pilatus PC9/PC7MkII”

A second line for the IR is required whether or not the IR was flown as a standalone test or a combined with the class or type revalidation. E.g.: “IR-MP-ME” or “IR-SP-SE”

Example of SP SE class rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
SEP(L)/SP	02/12/2016		31/12/2018	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>
IR-SP-SE	05/08/2016		31/08/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>

Example of SP ME non-high performance complex aeroplane type rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
BN2T/MP	15/04/2016		30/06/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>
IR-MP-ME	15/04/2016		30/06/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>

Example of SP ME class rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
MEP(L)/SP	25/03/2016		30/04/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>
IR-SP-ME	25/03/2016		30/04/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>

Example of SP SE type rating

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
PC9/PC7MkII/SP	02/12/2016		31/12/2018	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>
IR-SP-SE	05/08/2016		31/08/2017	BE.FCL.543210.A FE(A) IRE(A)	<i>Bob Spunge</i>

2.9.2.2 For helicopter category

For the helicopters, as the Type certificate data sheets can foresee differences in minimum flight crew between IFR and VFR operations, it is best to consider the endorsement of a rating using two lines: one for the VFR operation and a second one for the IFR operation.

1. MP type ratings
The licence endorsement followed by the IR category and followed by “MP”
E.g.: “SK92/CatI/MP”
2. SP ME type ratings
The licence endorsement followed by the IR category and followed by “SP” or “MP” or “SP/MP”
E.g.: “BK117/CatI/SP”
3. SP SE type ratings
The licence endorsement followed by the IR category and followed by “SP” or “MP” or “SP/MP”
E.g.: “SA341/342/CatI/SP”

Example of endorsement of a rating in IFR and VFR

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
EC175/CatI/MP	05/08/2016	05/08/2016	31/08/2017	BE.FCL.654320.H TRE(H)	Mike Michel
EC175/SP/MP	08/08/2016		31/08/2017	BE.FCL.654320.H TRE(H)	Mike Michel

Example of endorsement of a rating in IFR only

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
AS 332/EC 225/CatII/III/MP	13/06/2016	13/06/2016	31/07/2017	BE.FCL.654320.H TRE(H)	Mike Michel

Example of endorsement of a rating in IFR and VFR with different dates for the IFR

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
S365 / EC155/CatI/MP	15/04/2016	15/04/2016	30/06/2017	BE.FCL.654320.H TRE(H)	Mike Michel
S365 / EC155/CatI/SP	28/07/2016	02/08/2016	31/08/2017	BE.FCL.654320.H TRE(H)	Mike Michel
S365 / EC155/SP	05/10/2016		31/12/2017	BE.FCL.654320.H TRE(H)	Mike Michel

Example of endorsement of a rating in IFR and VFR

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificates	Examiners signature
Bell206/CatI/SP	25/03/2016	25/03/2016	30/04/2017	BE.FCL.543210.H TRE(H)	Bob Speng
Bell206/SP	25/03/2016		30/04/2017	BE.FCL.543210.H TRE(H)	Bob Speng

2.9.3 Endorsing the logbook

The logbook has to be endorsed systematically with the result of the IR skill test or proficiency check, also in the case of a failed or partially passed test or check.

The particularities for endorsing the PBN operations in the logbook are available in https://mobilit.belgium.be/fr/transport_aerien/licences/pbn.

Hereunder copies of one fictional licence with endorsements and cross-crediting.

[illegible]


The endorsement of the B777/787 is complemented with the category, here Cat II/III, and the operations in Multi-pilot.

XII Ratings, certificates and privileges				
Class/type	Valid until	IR Cat.	Valid until	Remarks and Restrictions
F/A1 B/77/787	31/01/2018	CAT I/III	31/01/2018	MP
SEP (an)	31/07/2018	CAT I	30/04/2018	SP
Instructors	Valid until	Remarks and Restrictions		
F/A1 R/A1	28/02/2019 31/01/2019	CPL, R/SE, Night		
Examiners	Valid until	Remarks and Restrictions		
Nil				

**BEWIS VAN BEVOEGDHEID VOOR VLEGEND
PERSONNEEL**

LICENCE DE PERSONNEL NAVIGANT

FLUGBESATZUNGSLENZEN



Federal Public Service
Mobility and Transport
Belgian Civil Aviation Authority

EUROPEAN UNION

Issued in accordance with Part-FCL

This licence complies with ICAO standards, except for the LAPL and EIR privileges

Uitgegeven conform Deel-FCL

Deze vergoeding is conform met ICAO-standaarden, uitgezonderd van de bevoegdheden LAPL en EIR

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificate	Examiners signature

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificate	Examiners signature

A proficiency check is passed on 16/01/2018.

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Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificate	Examiners signature
S365/EC/ISS Cat I MP	25/10/2017	25/10/2017	31/10/2018	FR.TRE.736	
S365/EC/ISS SP	25/10/2017		31/10/2018	FR.TRE.736	

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificate	Examiners signature

Rating certificate	Date of rating test	Date of IR test	Valid until	Examiners certificate	Examiners signature

The endorsement of the S365/EC155 uses two lines. The first for IFR operations, specifying the category, here Cat I, and the operations in Multi-pilot, the second line for VFR in Single-pilot.

3. Reference in legislation

Subpart G Instrument rating – IR

4. Entry into force and cancellation

15 January 2018

This Information Notice shall remain in force until further notice and will be reviewed as per departmental document review process.

Remark: for comments, please use bcaa.lic.dir@mobilite.fgov.be.