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Record of versions

Version number	Date of revision	Topics
1.0	02/12/2015	Initial version
1.1	01/10/2016	Additional requirements for performance-based navigation

**When to use this report?**

In case of reporting a skill test or proficiency check for an instrument rating for aeroplanes

**Content of the report**

1. It should be noted that the aircraft used in the test shall be appropriately equipped for training and testing purposes.
2. 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 1 hour.
3. The applicant shall demonstrate the ability to:
  - (a) operate the aeroplane within its limitations;
  - (b) complete all manoeuvres with smoothness and accuracy;
  - (c) exercise good judgement and airmanship;
  - (d) apply aeronautical knowledge; and
  - (e) 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.

**Flight test tolerances**

4. The following limits shall apply, corrected to 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/altitude	+50 feet/–0 feet
Minimum descent height/MAP/altitude	+50 feet/–0 feet

Tracking

On radio aids	± 5°
For angular deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) "linear" lateral deviations	cross-track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	not more than – 75 feet below the vertical profile at any time, and not more than + 75 feet above the vertical profile at or below 1 000 feet above aerodrome level.

Heading

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

Speed

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

**Important note concerning Performance-based navigation**

No license holder may perform PBN-approaches in European airspace, without being granted additional PBN privileges to their Instrument Rating. Please consult the information notice "PBN Instruction for licence holders – BCAA requirements" for the training and testing requirements and how to obtain this particular endorsement.

IR pilots without PBN privileges may only fly on routes and approaches that do not require PBN privileges and no PBN items shall be required for the renewal of their IR, until 25 August 2020; after that date, PBN privileges shall be required for every IR.

APPLICANT'S NAME: .....

Use of the aeroplane checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

<b>SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE</b>		Examiner's initials when test/check completed
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	Identification of the required navaids for departure, arrival and approach procedures	
e	Pre-flight inspection	
f	Weather Minima	
g	Taxiing	
h	PBN departure (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the departure chart.	
i	Pre-take-off briefing, Take-off	
j(°)	Transition to instrument flight	
k(°)	Instrument departure procedures, including PBN departures, and altimeter setting	
l(°)	ATC liaison - compliance, R/T procedures	

**SECTION 1. Passed**  **Failed**

<b>SECTION 2. GENERAL HANDLING (°)</b>		Examiner's initials when test/check completed
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.	

**SECTION 2. Passed**  **Failed**

APPLICANT'S NAME: .....

Use of the aeroplane checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

<b>SECTION 3. EN-ROUTE IFR PROCEDURES (°)</b>		Examiner's initials when test/check completed
a	Tracking, including interception, e.g. NDB, VOR or track between waypoints	
b	Use of navigation system and 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	
<b>SECTION 3. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 3a. ARRIVAL PROCEDURES</b>		Examiner's initials when test/check completed
a	Setting and checking of navigational aids, if applicable	
b	Arrival procedures, altimeter checks	
c	Altitude and speed constraints, if applicable	
d	PBN arrival (if applicable): — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the arrival chart.	
<b>SECTION 3a. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 4. PRECISION APPROACH PROCEDURES (°)</b>		Examiner's initials when test/check completed
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	
c(+)	Holding procedure	
d	Compliance with published approach procedure	
e	Approach timing	
f	Altitude, speed heading control (stabilised approach)	
g(+)	Go-around action	
h(+)	Missed approach procedure/landing	
i	ATC liaison – compliance, R/T procedures	
<b>SECTION 4. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

APPLICANT'S NAME: .....

Use of the aeroplane checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

<b>SECTION 5 (°). 2D OPERATIONS (++)</b>		Examiner's initials when test/check completed
a	Setting and checking of navigational aids For RNP APCH: — Check that the correct procedure has been loaded in the navigation system; and — Cross-check between the navigation system display and the approach chart.	
b	Approach and landing briefing, including descent/approach/landing checks, including identification of facilities	
c(+)	Holding procedure	
d	Compliance with published approach procedure	
e	Approach timing	
f	Altitude/Distance to MAPT, speed, heading control, (stabilised approach), Stop Down Fixes (SDF(s)), if applicable	
g(+)	Go-around action	
h(+)	Missed approach procedure/landing	
i	ATC liaison – compliance, R/T procedures	
<b>SECTION 5. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

<b>SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (°)</b>		Examiner's initials when test/check completed
a	Simulated engine failure after take-off or on go-around	
b	Approach, go-around and procedural missed approach with one engine inoperative	
c	Approach and landing with one engine inoperative	
d	ATC liaison – compliance, R/T procedures	
<b>SECTION 6. Passed</b> <input type="checkbox"/> <b>Failed</b> <input type="checkbox"/>		

(\*) May be performed in an FFS, FTD 2/3 or FNPT II.

(°) Must be performed by sole reference to instruments.

(+) May be performed in either section 4 or section 5.

(++) To establish or maintain PBN privileges one approach in either Section 4 or Section 5 shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.