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Record of versions

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0.1	04/05/2017	Initial version

When to use this checklist?

When performing the refresher training flight(s) for revalidating the SEP or TMG by experience [FCL.740.A (b)]

Remarks

1. The aeroplane used for the refresher training shall meet the requirements for training aeroplanes.
2. The instructor should during the flight assess if the holder has kept his/her 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.

The following limits may be applied to evaluate the control on the aeroplane, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

normal flight	± 150 feet
with simulated engine failure	± 200 feet

Tracking on radio aids ± 10°

Heading

normal flight	± 10°
with simulated engine failure	± 15°

Speed

take-off and approach	+ 15/- 5 knots
all other flight regimes	± 15 knots

The checklist hereunder, based on a combination of the PPL(A) and SEP flight test schedule, propose exercises to be reviewed with the pilot. **All the exercises don't have to be performed.** The instructor shall decide which exercises will be performed, taking into account the needs, the experience or the requests of the pilot. However, the following points should be addressed, during the flight or discussed with the pilot; as pointed out by the European General Aviation Safety Team (EGAST):

- Stall and spin loss of control
- In-flight icing
- Weather anticipation
- Use of FIS frequencies
- Decision making

3. In case of weaknesses the instructor should propose to the holder remedial actions and give him/her an adequate refresher training.
4. The route to be flown should be chosen by the instructor. The route may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board.
5. In case of a possible safety problem encountered during the flight, including but not limited to:
 - dangerous behaviour or attitude;
 - voluntary non-compliance with the applicable operational requirements;
 - exercising the privileges of a rating when adversely affected by alcohol or drugs;

the instructor is required to report immediately to the Belgian CAA.

SECTION 0. GENERAL		Review completed
a	Give particular emphasis to the Airmanship of the pilot during the flight with the consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives	
b	Review how to control appropriately the aeroplane by external visual reference	
c	Review of anti-icing/de-icing procedures: in flight icing and carburettor icing	
d	Review of principles of threat and error management	

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		Review completed
a	Review of the aeroplane documentation: checklists and documents, manuals and information to be carried	
b	Review of aeroplane equipment and systems: normal operations and malfunctions	
c	Pre-flight, Weather brief, NOTAMS	
d	Mass & balance and performance calculation	
e	Aeroplane inspection & servicing	
f	Engine starting and after starting procedures	
g	Taxiing & aerodrome procedures, pre take-off procedures	
h	Take-off and after take-off checks	
i	Aerodrome departure procedures	
j	ATC liaison - compliance, R/T procedures	

SECTION 2. GENERAL AIRWORK		Review completed
a	ATC liaison – compliance, R/T procedures	
b	Climbing: <ul style="list-style-type: none"> i. Best rate of climb ii. Climbing turns iii. Levelling off 	
c	Turns, including turns in landing configuration. Steep turns 45° bank	
d	Medium (30° bank) turns	
e	Steep (45° bank) turns, including recognition & recovery from a spiral dive	
f	Flight at critically low airspeed with and without flaps	
g	Stall and spin loss of control: signs of stall and spin, risky situation, avoiding loss of control, recovering and prevention	
h	Descending: <ul style="list-style-type: none"> i. With and without power ii. Descending turns (steep gliding turns) iii. Levelling off 	

SECTION 3. EN-ROUTE PROCEDURES		Review completed
a	Flight plan, dead reckoning & map reading	
b	Maintenance of altitude, heading and speed	
c	Orientation, timing and revision of ETAs & log keeping	
d	Diversion to alternate aerodrome (planning and implementation)	
e	Use of radio navigation aids	
f	Basic instrument flying check (180° turn in simulated IMC)	
g	Flight management (checks, fuel systems & carburetor icing, etc.)	
h	Weather anticipation	
i	ATC liaison – compliance, R/T procedures, use of FIS frequencies	

SECTION 4. APPROACH AND LANDING PROCEDURES		Review completed
a	Aerodrome arrival procedure	
b	Precision landing (short field landing), Crosswind landing (if suitable conditions available)	
c	Flapless landing	
d	Approach to landing with idle power	
e	Touch and go	
f	Go-around from low height	
g	ATC liaison – compliance, R/T procedures	
h	Actions after flight	

SECTION 5. ABNORMAL AND EMERGENCY PROCEDURES <i>(This section may be combined with Sections 1 through 4)</i>		Review completed
a	Simulated engine failure after take-off	
b	Simulated forced landing	
c	Simulated precautionary landing	
d	Simulated emergencies (others)	