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Record of versions

Version	Date of revision	Topics	Regulation
2.1	06/08/2020	PBN updates	IR(EU)2016/539
2.2	08/09/2021	Form in accordance with IR (EU) 2020/359	IR(EU)2020/359

When to use this report?

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

Conduct of the test

It should be noted that the aircraft used in the test shall be appropriately equipped for training and testing purposes.

1. 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.
2. Use of the aeroplane checklists, airmanship, anti-icing/de-icing procedures and principles of threat and error management apply in all sections of the test.
3. 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 retest
4. An applicant shall fly the aircraft from a position where the PIC 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 aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight test tolerances

5. 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.
6. 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 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

7. 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 examiners – 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 April 2021; after that date, PBN privileges shall be required for every IR.

APPLICANT'S NAME:

SECTION 1. PRE-FLIGHT OPERATIONS AND DEPARTURE		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 <input type="checkbox"/>		Failed <input type="checkbox"/>

SECTION 2. GENERAL HANDLING (°)		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(*1)	Recovery from approach to stall in level flight, climbing/descending turns and in landing configuration	
e	Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes.	
SECTION 2. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

SECTION 3. EN-ROUTE IFR PROCEDURES (°)		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	
SECTION 3. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

APPLICANT'S NAME:

SECTION 3a. ARRIVAL PROCEDURES		Examiner's initials when test/check completed
a	Setting and checking of navigational aids, and identification of facilities, 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.	
SECTION 3a. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

SECTION 4 (°). 3D OPERATIONS (+)		Examiner's initials when test/check completed
a	Setting and checking of navigational aids Check Vertical Path angle 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, speed heading control (stabilised approach)	
g(+)	Go-around action	
h(+)	Missed approach procedure/landing	
i	ATC liaison – compliance, R/T procedures	
SECTION 4. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

SECTION 5 (°). 2D OPERATIONS (++)		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	
SECTION 5. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

APPLICANT'S NAME:

SECTION 6. FLIGHT WITH ONE ENGINE INOPERATIVE (°)		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	
SECTION 6. Passed <input type="checkbox"/>		Failed <input type="checkbox"/>

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

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

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

(++) To establish 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.