

## ***CPL(A) and IR(A) skill tests on MEP and SEP airplanes***

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

### Applicability:

Licensing	CPL(A) licence, IR(A)_ME rating and MEP rating
Medical	n/a
Training organisation	n/a
FSTD	n/a

### Aircraft Category:

Airplane <input checked="" type="checkbox"/>	Helicopter <input 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 is intended for FE(A), IRE(A) and CRE(A) performing practical tests for the initial issue of a CPL(A) licence and MEP and IR\_ME ratings for candidates graduating from an integrated or a modular flight training course.

## **2. Guidance and/or Awareness**

Inspections revealed that:

1. some examiners are performing skill tests to obtain a CPL(A), MEP – and IR rating in one continuous flight. The mandatory VFR - and IFR exercises as described in appendix 4 (skill test for the issue of a CPL(A)) and appendix 7 (IR skill test) are organised in one continuous test profile/ flight.
2. Some combined CPL(A), IR(A)ME and MEP practical exams were performed in less than 2,5 hours.
3. During such flights the IFR and VFR exercises were mixed

The above mentioned observations indicate a lack of standardisation and I want therefore to agree on a common course of action:

1. The CPL(A) skill test and the MEP class rating can be performed in one flight/test profile . Such a combined test requires a minimum flight time of 90 minutes. The test profile must be based on appendix 4 to PART-FCL. All exercises, including those of section 3 (g), must be flown under a VFR flight plan. The test should include a VFR navigation part.
2. After the CPL(A) skill test the examiner shall plan a full stop landing and allow for a break.
3. The duration of the break should allow the candidate to relax and to prepare himself for the IR(A)/ME part.
4. The examiner has the option to debrief the CPL(A) skill test during the break. This however is not an obligation and is at the discretion of the examiner.
5. The IR(A)/ME skill test profile must be based on appendix 7 to PART-FCL. This flight profile requires minimum flight time of 60 minutes.
6. This part of the test must be flown in actual or simulated IMC. To simulate IMC the examiner shall use a hood or IFR foggles.

7. After the IR(A)/ME skill test the examiner shall debrief the IR part of the test (and if required the CPL(A)/ MEP part).

### **3. Queries**

Any queries or further guidance required as a result of this communication should be addressed to:


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### **4. Reference in legislation**

Appendix 4 and 7 PART FCL

### **5. Entry into force and cancellation**

15 October 2017

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