

Bi-annual training flight for recency requirements of balloon pilots

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

Applicability:

Licensing	Holders of a Part-FCL licence BPL and LAPL(B)
Medical	
Training organisation	
FSTD	

Aircraft Category:

Airplane <input type="checkbox"/>	Helicopter <input type="checkbox"/>	Sailplane <input type="checkbox"/>	Balloon <input checked="" type="checkbox"/>	Airship <input type="checkbox"/>
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1. Introduction

This Information Notice clarifies the interpretation of the training flight with an instructor as required in FCL.140.B (a)(2) and FCL.230.B (a)(2) of the European regulation (EU) 1178/2011.

A training flight is one of the recency requirements that a holder of a LAPL(B) or BPL licence must fulfil before exercising the privileges of his/her licence.

In order to prevent any misinterpretation of the balloon category licence holders that could lead to flights performed by pilots not complying with FCL.140.B or FCL.230.B, the BCAA has decided to define the training flight with an instructor. It is also the objective of the BCAA to have an equivalent interpretation and a level playing field with the other member states.

The BCAA emphasizes that **it is the responsibility of the licence holder** to verify if he/she is allowed to exercise the privileges of his/her licence within the appropriate group.

2. Interpretation of “training flight” mentioned in FCL.140.B(a)(2) and FCL.230.B(a)(2)

A training flight shall only be on a one-to-one basis between a pilot and an instructor and not with 2 or more pilots at the same time on the same flight.

Consequently, the flight can only be logged by one pilot and shall be logged as DUAL and countersigned by the instructor in the pilot logbook.

The balloon used for the training flight shall be within the largest group for which they have privileges for.

The training flight shall be a complete flight that consists at least of:

- Pre-flight operations, a passenger safety briefing and a take-off;
- General airwork;
- En route procedures;
- An approach and a landing;
- Abnormal and emergency procedures.

Each training flight shall be preceded with a briefing and closed with a debriefing.

In order to add value to the training flight, any discussion on any element of flying a balloon where the pilot feels the least comfortable with, should be discussed. The flight could then be focused on those specific elements with an instructor demonstration prior to pilot practice being performed.

A written report of the training flight should be kept by the instructor for his own record and made available to the pilot for further consultation. The report should be based on the skill test content laid down in AMC2 FCL.125.B; FCL.235.B. You can find a template report form in annex.

If the flight instructor determines that the pilot is not at the level of proficiency, he shall inform the BCAA by sending an email to BCAA.LIC.DIR@mobilite.fgov.be with the flight report in attachment.

At the discretion of the flight instructor, passengers are accepted on board of the balloon during such training flights as long as they are made aware that the intended flight will be a training flight.

3. Transition period

Any Part-FCL balloon licence holder who does not comply with the requirement of FCL.140.B or FCL.230.B according to this Information Notice, has to perform a training flight that comply with the above-mentioned requirements in order to be able to exercise his privileges according to the Part-FCL.

Training flights that not comply with the above-mentioned requirements, will no longer be accepted for the conversion of a national licence into a Part-FCL licence.

4. Reference in legislation

- FCL.140.B – Recency requirements
- FCL.230.B – Recency requirements
- AMC2 FCL.125; FCL.235

5. Cancellation

This Information Notice shall remain in force until further notice or being superseded.

Exercises performed during bi-annual training flight of balloon pilots

SECTION 1: PRE-FLIGHT OPERATIONS, INFLATION AND TAKE-OFF	Performed (Yes/No)
Use of checklist, airmanship, control of balloon by external visual reference, look-out procedures, etc. apply in all sections.	
a) Pre-flight documentation, flight planning, NOTAM and weather briefing	
b) Balloon inspection and servicing	
c) Load calculation	
d) Crowd control and crew briefing	
e) Passenger briefing	
f) Assembly and layout	
g) Inflation and pre-take-off procedures	
h) Take-off	
i) ATC compliance	

SECTION 2: GENERAL AIRWORK

a) Climb to level flight	
b) Level flight	
c) Descent to level flight	
d) Operating at low level	
e) ATC compliance	

SECTION 3: EN-ROUTE PROCEDURES

a) Dead reckoning and map reading	
b) Marking positions and time	
c) Orientation, airspace structure	
d) Maintenance of altitude	
e) Fuel management	
f) Communication with retrieve crew	
g) ATC compliance or R/T communication	

SECTION 4: APPROACH AND LANDING PROCEDURES

a) Approach from low level and missed approach and fly on	
b) Approach from high level and missed approach and fly on	
c) Passenger pre-landing briefing	
d) Pre-landing checks	
e) Selection of landing field	
f) Landing, dragging and deflation	
g) ATC compliance or R/T communication	
h) Actions after flight	

SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES

a) Simulated fire on the ground and in the air	
b) Simulated pilot light and burner failures	
c) Simulated passenger health problems	
d) Other abnormal and emergency procedures as outlined in the appropriate flight manual	

Date:

Flight Instructor: Pilot: