

Since the first day of January 1997, Jean-Pierre Chambelin Merrnoz chaired the Institute, created in 1952 to prepare for theoretical navigator exams from ENAC and who has made a speciality of distance learning. The captain retired from Air France since 2005 now totals 17,000 flying hours of which he says, jokingly, (of which "16 999 in IMC"). If Jean-Pierre Chambelin could become a commercial pilot, it is thanks in part to the organization he chaired for fourteen years, since he followed the ATPL theory course in 1969. "I had just finished my engineering studies and I wanted to become a pilot in 1967. I had the opportunity to practice gliding and deducted a few hours thanks to the engine math, since I was from a family of six children, the only way to fly was to make it my profession. " His theoretical CPL, he did through correspondence while serving in the military. At a time without Internet, I'd have to wait up to three weeks for the answer to a question that blocks students in their studies. Times have changed ... From the month of October, the Institute will offer additional training Mermoz, facing the PPL instrument licence. For more than two years now, Jean-Pierre Chambelin participated in discussions by the DGAC which resulted in the Judgement of 24 June. This sets "the conditions of issue of the national qualification flight instruments for FIM-IR (A) private pilot and flight privileges." A valuable step for which the FFA has estimated 2000 (5% of its licensees) the number of pilots ready to take this training. The IR PRI

From October, this organisation, TME will offer additional training to for PPL: FIR private. Info-Pilot: What drives a pilot to hold a private FIR? Jean-Pierre Chambelin: it's is a national qualification for instrument flight. You can fly, within french airspace, a single engine or a multi-engine piston IFR conditions down to 195 feet. How have you found your involvement in the debate held by the DGAC on this? The FFA is one of the Shareholders of the Institute Mermoz. For years, they are very attached to IR as a private road open to pilots. It was necessary to reflect on the theoretical content of the training, the FFA has now asked to participate in this review. The Institute is also part of GIPAG (Group of industrial and professional general aviation), interested in getting started in this subject. What are the differences between the IR & professional IR that was previously taught. Especially in the spirit of the discussion lies the difference. Pierre Podeur, general secretary of the FFA which followed this, and myself, were very strongly urging the DGAC, who understood our point of view, to adapt the exam questions towards 'pragmatic aspects'. What will the French IR become on the day there will be created a Euro-IR? The Private French IR wants to be "euro-compatible". That is to say it was designed on the basis of recommendations of the Working Group FCL008 whose mission is the creation of a European private IR. Since the launch of that takes time, France has created its own regulations on the European basis. The day Europe will launch its own private IR (which will fly over the whole of Europe), pilots can convert their French IR qualification into a European one.

On June 24 it was published in the Official Journal on July 6. Is it applicable to today? Yes, except for one. An instruction must still seem clarify the content of the program to be followed by pupils. These "Learning Objectives (LO's) are currently being reviewed by the ENAC. And it is precisely this content that the FFA and the Institute Mermoz are working on. Proofreading should be completed at the end of July. Once released, the program will allow us to build our learning path, then our training approval. When can you welcome the first trainees? It takes

about two months after publication of the documents for our training to start. If the delays are short, our first-internship could be carried on in October. How is training? It stretches over 150 hours, according to the regulatory minimum. Training by the Institut Mermoz includes an initial stage of 15 hours with a teacher face to face. The rest of the training takes place at distance, thanks to the internet for the student to organize themselves better. The initial stage must take place within the premises of the school? We have two solutions. A two-day course at our premises in Rungis, which will cover the 15 hours required. Our teachers will be able to put in & teach several pilots simultaneously (six students minimum). How is the period of the student telecommuting? After spending his internship here ( a few days), the student goes home with all the necessary documentation (600 pages). He has access to our internet learning platform. It will assign pre - twenty-five duties to the student for his training. They are sent to us via the Internet. When these duties are successful, we allow the students to take a theoretical examination. How are these twenty-five obligatory duties during study? These are multiple choice questions of which he must achieve 75% correct. If a student failed a multiple choice after his third attempt, which is rare, our training provides for a block teaching. It is required for the student to call to explain his difficulties. We will contact the teacher for explanations. At all of stages of learning, he may appeal to one of our teletutors. How long has the student to complete his formal training? Eighteen months starting the day he took part in the initial stage, according to the regulations. Then everything depends on the capabilities of student and the time he has spent training. Reasonably, you can believe that a person who devotes two hours of his time daily has its way, a rate of twenty sections per month to complete the theory in three to four months. Also there the possibility to go for a silent mock exam? Institut Mermoz has created a software bank of questions very similar to those found on the day of the exam (official matters are from a data bank European and translated into french by DGAC). The interface of this software is that of DGAC staff who spend their evenings & theoretical. But attention to cramming. I was systematically repeated to my trainees: cc is not productive and it is best to miss the review. How is the procedure performed? The exams cover materials grouped into seven modules. When the candidate is presented for the first module, another countdown of eighteen months starts. It is the time allowed him to pass all three modules of the examination. You & your choice of put to the test center to pass on, two or three modules. But a student cannot take the examination six times and four times try for each module. What are the three modules of compounds exam? The first module (53 MCQs, 11115) covers Air Law, Human Factors and IFR radio communications. The second module (39 QCNI, 1 h) is devoted to instrumentation and radio navigation. The third module (QCM 58, 1 hr 50) relates the preparation and monitoring of flight and meteorology. You either total examination 4:05 (30 minute break between each module) and 150 multiple choice questions. This organization was intended to allow three modules to be passed the same day. Where can you pass the theory test? There are five examination centers. In Metropolitan Paris and Toulouse are very central computerized where you pass your exam on computer. Bordeaux is still in print. Otherwise, Pointe-a-Pitre and

Fort-de-France are also testing centers. Information centres are more flexible. The review is going by appointment. In addition, four fixed dates are imposed. Would you say that the theory test is easy for the FIR private or not? I have heard repeatedly that the IR would deprive an IR pro with a reduced content but this has never been an issue. The exams will be easier than the IR pro, for sure. With 4:05 to deal with 150 multiple choice questions, this leaves an average of 1.38 minutes per question. No time to hesitate. It is not yet the standard of IFR American. That requires 60 or 70 questions to be addressed in three hours or 2.30 minutes per question. And the pass rate is 75% correct answers for private French's 70% against the U.S.. What will be the cost for theoretical training? It is not yet definitely fixed. But it will be around € 1 200 (initial stage, study and documentation). We are currently in discussions with the FM to study a special rate for its licensees.

#### Practical training more accessible

Pierre Podeur, general secretary of the FFA, is part of the working group that is working on the future European IR. He also participates in discussions about aspects of the new Private French IR. For him, the practice of flight training is perhaps even more innovative than the theoretical part. Before, an interest in the PPL IR qualification was to follow [his entire training in one part-at/quo FTO. Especially for your photos capita in the country, the obligation imposed to spend five to six weeks consecutively away from home, the cost average \*Accommodation, flights, food ... With the Private French IR, three-quarters of the training practice can be provided in one club, requiring a plane allowing IFR flight with an instructor and instruments. How much flight will be needed to cover [all of the practical training? For a single-engine, a minimum of 40 dual-instruction hours is required before they can present themselves for test. Of this, 10 hours must be at an FTO (last ten hours of your training). The remaining 30 hours can be at any club, but always under the supervision of an FTO. That part of the hours required at an FTO can take place in a simulator, ten hours instruction on a FNPT II type I, or twenty-maximum hours of a flight simulator or trainer navigation and flight procedures for type II FNPT). What do you mean by training club under the supervision of FTO? A flying club interested in teaching IFR pilots must sign an FTO agreement of their choice. (FFA will validate the agreement and advertise the number of FTO who are willing to work with clubs). Once the FTO agreement is signed, you or your club IFR instructor will agree a suitable educational FTO to fit your training. It is your choice of the FTO because it they will ensure completion of training (last ten hours of training flights) and present for student exam. How should an interested aeroclub which has neither IFR aircraft or instructor proceed? The FFA will post on its website those clubs who have instructors and IFR aircraft in their fleet, the way that pilots may know to which club to prepare to turn for FIR. Today, about 2,000 aircraft flying clubs are authorised. This should be done at a club in every region capable of providing this training. Alternatively, take an aircraft on a VFR flight into IFR. What are some clubs planning next. Then it remains to find an instructor. Precisely how does one become an IFR instructor? Two paths are possible, but in all cases, it is required to be a professional pilot.

Either you are already an VFR instructor. In this case. you must prove at least 200 hours in IFR and take an extended training periods for FI IR in an FTO. Or you are an IFR pilot but not with a total of more than 800 Hours of IFR. This provides access to an internship to become FTO IRI (instrument instructor rating). After two weeks of training and between 2000 Euros and 4000 Euros..

For a pilot, what financial investment represents the practical part of Private IR?

Everything obviously depends on the skills of the pilot. But by referring to the mandatory minimum, it is about 30 hours on aircraft in a IFR aeroclub (about 150 to 200 Euros/hour) to which is added 10 hours of flight at the FTO (at 350 Euros per hour). Giving a total minimum cost of 8000 Euros.