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AIC for Malaysia



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REQUIREMENTS ON INFLIGHT RELIEF OF FLIGHT CREW MEMBERS

1 INTRODUCTION

1.1 This AIC is issued in the exercise of the powers conferred under Section 24o of the Civil Aviation Act 1969.

1.2 International Civil Aviation Organization (ICAO) has adopted an amendment 165 to the International Standard and Recommended Practice (SARP), Personnel Licencing (Annex 1 to the convention on International Civil Aviation) and prescribed 12 July 2004 as the date on which it will become effective.

1.3 Amendment 165 arises from a review by the Air Navigation Commission of the practices of States on the use and qualification of pilots who are relieving flight crew members during the cruise phase of the flight. The amendment introduces a revised provision concerning endorsement of type rating with a limitation of privileges to cruise phase of the flight (refer Annex 1 Chapter 2, 2.1.4.1.1)

1.4 Malaysia does not file differences on this amendment and thus under regulation 201 of Malaysian Civil Aviation Regulation 1996(CAR), Annex 1 shall apply ipso facto to the regulations.

2 PURPOSE

2.1 The purpose of this AIC is to outline the requirements on the inflight relief of flight crew members.

3 REQUIREMENTS

The following are the requirements to be adhered to before an inflight relief pilot being utilized:

3.1 Licensing Requirements

3.1.1 When a type rating is issued limiting the privilege to act as co-pilot or limiting the privilege to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

3.2 In-flight Relief on Flight Crew Members

3.2.1 A flight crew member may be relieved in flight of his duties at the controls by another suitably qualified flight crew member.

3.3 Relief of the Commander

3.3.1 The commander may delegate conduct of the flight to:

- a. another qualified commander; or
- b. for operations above FL200, a pilot qualified with the minimum requirements as detailed below:
 - 1. holder of valid Airline Transport Pilot Licence (ATPL).
 - 2. has completed conversion training and checking (including type rating training/endorsement).
 - 3. has completed recurrent training and checking as prescribed in MCAR, Ninth Schedule Part B.
 - 4. has the route qualification as prescribed in MCAR Ninth Schedule Part B Para 5.

3.4 Relief of the Co-Pilot.

3.4.1 The co-pilot may be relieved by;

- a. another suitably qualified pilot; or
- b. a cruise relief co-pilot qualified with a minimum requirements as detailed below:
 - 1. holder of valid Commercial Pilot Licence with Instrument Rating.
 - 2. has completed conversion training and checking; including Type Rating training, except the requirement for take-off and landing training.
 - 3. has completed recurrent training and checking as prescribed in MCAR Ninth Schedule part B except the requirement for take-off and landing training.
 - 4. operates in the role of co-pilot during the cruise phase of flight only and not below FL 200.
 - 5. recent experience as prescribed in MCAR Ninth Schedule is not required. The pilot shall, however, to carry out flight simulator recency and refresher flying skill training at intervals not exceeding 90 days.

3.5 Relief of the system panel operator

3.5.1 A system panel operator may be relieved in-flight by a crew member who holds a Flight Engineer's licence or by a flight crew member with a qualification acceptable to the authority.

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