



Flight crew complement

Introduction

The pilot-in-command and co-pilot should have the same level of qualification, i.e. full type rating and instrument rating and, so far as practicable, route and aerodrome recency qualification.

If additional crew members are required, either from certification or operational requirements, then those crew members should hold, in addition to any other requirements and as a minimum, a licence as specified in ICAO Annex 1, Chapter 3.

The flight crew stations should be situated so as to avoid interference or disturbance with each other. The third flight crew member's seat (when installed) should be able to be moved to a central forward-facing cockpit position to facilitate cross-monitoring and traffic look-out during critical phases of flight.

In an aircraft configured with a flight engineer station, this station/systems panel should not distract the occupants of the pilot's stations/seats. But it should be visible to the pilot-in-command from his/her station/seat.

Crew complement rationale:

Flight deck duty

Monitoring Functions

A basic requirement for the safe operation of an aircraft is that the crew composition be such that all safety-related actions of all crew members are cross-monitored in order to ensure the lowest possibility of crew error.

Cockpit workload sharing

i) By undertaking part of the cockpit workload, the third flight crew member gains valuable awareness for the other two crew members, enabling them to concentrate more fully on their own tasks; to consider the "total situation"; to plan ahead and to anticipate potential problems.

ii) Some of the major areas in which the third flight crew member plays a vital role are: Increased situational awareness, error management and safety look-out, communications, incapacitation/other emergencies.

Application

This position paper is intended to apply to all types and sizes of jet aircraft involved in commercial air transport.

Crew complement of commercial transport helicopters

A minimum of two pilots, licensed and qualified on type, should be carried on all helicopters engaged in commercial air transport operations, including those certificated for single-pilot operations.

Under high workload or emergency conditions, the presence of a second pilot is vital for monitoring the pilot flying, operating radios, navigation equipment, etc.

Note: This position paper does not address augmented crews required for long duration flights.

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