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PICUS

PIC under supervision

PICUS definition

TCAR PEL Part FCL

FCL.010 DEFINITIONS

"Pilot-in-command under supervision" (PICUS) means a **co-pilot** performing, under the supervision of the pilot-in-command, the **duties and functions of a pilot-in-command**.

PICUS time for ATPL experience requirement

FCL.510.A ATPL (A) Prerequisites, experience and crediting

- (a) Prerequisites. Applicants for an ATPL(A) shall hold:
 - (1) an MPL; or
 - (2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC or equivalent courses.
- (b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:
 - (1) 500 hours in multi-pilot operations on aeroplanes;
 - (2)
 - (i) 500 hours as PIC under supervision; or
 - (ii) 250 hours as PIC; or
 - (iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;
 - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
 - (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and
 - (5) 100 hours of night flight as PIC or co-pilot.

Of the 1500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.

- (c) Crediting.

Holders of a pilot licence for other categories of aircraft shall be credited with flight time up to a maximum of:

 - (i) for TMG or gliders, 30 hours flown as PIC;
 - (ii) for helicopters, 50 % of all the flight time requirements of paragraph (b)
- (d) The experience required in (b) shall be completed before the skill test for the ATPL(A) is taken.

FCL.510.A ATPL (A) Prerequisites, experience and crediting

- (b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1500 hours of flight time in aeroplanes, including at least:
- (1) 500 hours in **multi-pilot operations** on aeroplanes;

“Multi-pilot operation” means an operation requiring at least two pilots using multi-crew cooperation in either a multi-pilot or a single-pilot aircraft.

What kind of operations to have a credit of MPO as defined in (b)(1)?

ANS1: Flying in Multi-pilot aeroplane; or

ANS2: Single pilot aeroplane: >> ORO.FC.200 point (c)(1) require “Operations under IFR or at night, minimum flight crew shall be **two pilots** for all **turbo-propeller aeroplanes with** a maximum operational passenger seating configuration (**MOPSC**) of **more than nine** and all **turbojet** aeroplanes.”

Condition of ATPL Practical examination

APPENDIX 9 - Training, Skill test and proficiency check for MPL, ATPL, type and class ratings, and proficiency check for IRs

A.GENERAL

.../...

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR TYPE RATINGS FOR MULTI-PILOT AIRCRAFT, FOR SINGLE-PILOT AIRCRAFT WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND FOR ATPL

14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.

15. **The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aircraft extending to the duties of a PIC, irrespective of whether the applicants act as PF or PM:**

- (a) management of crew cooperation;
- (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
- (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

Condition of ATPL Practical examination

AMC1 FCL.520.A; FCL.520.H

ATPL SKILL TEST

The ATPL skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aircraft used in the test and may be combined with the skill test for the issue of a **MP type rating**.

Condition of ATPL Practical examination

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TRAINING AND REPORT FORM ATPL, MPL, SKILL TEST AND PROFICIENCY CHECK MULTI-PILOT AEROPLANES (MPA)				
Applicant	Last name(s)*:		Type of licence held:	
	First name(s)*:		Licence number:	
	Date of birth:		State of licence issue:	
Skill test Proficiency	Licence Proficiency Check LPC:	Type Rating TR:	Instrument Rating IR:	Licence Skill Test LST:
	Tr Revalidation <input type="checkbox"/> Tr Renewal <input type="checkbox"/>		IR Revalidation <input type="checkbox"/> IR Renewal <input type="checkbox"/>	Type Rating TR <input type="checkbox"/> ATPL(A) <input type="checkbox"/> MPL(A) <input type="checkbox"/>

PICUS recording of flight time

FCL.050 Recording of flight time

The pilot shall keep a reliable record of the details of all flights flown in a form and manner established by the CAAT.

AMC1 FCL.050 - Recording of flight time

GENERAL

(a) The record of the flights flown should contain at least the following information:

(5) details on pilot function, namely PIC, including solo, SPIC and **PICUS time**, co-pilot, dual, FI or FE;

PICUS recording of flight time

(b) Logging of time:

(1) PIC flight time:

- (i) the holder of a licence may log as PIC time all of the flight time during which he or she is the PIC;
- (ii) the applicant for or the holder of a pilot licence may log as PIC time all solo flight time, flight time as SPIC and flight time under supervision provided that such SPIC time and flight time under supervision are **countersigned by the instructor**;
- (iii).....
- (iv).....
- (v) a **co-pilot acting as PICUS** on an aircraft on **which more than one pilot is required** under the **type certification** of the aircraft or as required **by operational requirements** provided that such PICUS time is countersigned by the PIC;
- (vi) where TCAR OPS requires the pilot act as PIC under the supervision of another pilot (supervisor), **both the pilot and the supervisor may log the flight time as PIC.**

PICUS recording of flight time

(b) Logging of time:

(5) **PICUS flight time:** provided that the method of supervision is acceptable to the CAAT, a co-pilot may log as PIC flight time flown as PICUS when all the duties and functions of PIC on that flight were carried out in such a way that the intervention of the PIC in the interest of safety was not required.

PICUS Method of supervision

Method of counting PICUS hours by the Operator

In order to meet the AMC1 FCL.050 (b) (5) and value the PIC hours under supervision, the **Operator must present in the Operations manual (OM)**, the information defined **in the following paragraphs**.

Define the objective for achieving The PICUS hours:

This point must specify the regulatory aspect and the purpose of the completion of these hours at the Operator.

supervised PIC hours:

[AMC1 FCL.050 (b) (5) PICUS]

To be acceptable, PICUS hours must be worked in the framework of an AOC in MPO, required within the meaning of TCAR OPS. **The co-pilot shall act as PIC and manage the entire preparation and conduct of the flight** (excluding commercial aspects) **under the supervision of a PIC authorized for this purpose by the Operator.**

PICUS Method of supervision

Definition of the profile and list of PICs authorized for supervision

Authorized PICs are not necessarily LTCs. **They should receive, as appropriate, training or information** including:

- The regulations definition of these hours under supervision;
- The instructions on the feasibility criteria of the flight considered under the PICUS program (operational complexity, conditions of the day, etc.);
- The need to carry out a specific briefing prior to the flight;
- Vigilance instructions related to tasks under supervision such as flight preparation or conduct of the flight;
- The tasks, still to be carried out by the PIC (supervisor), such as the management of stopovers, coordination with the **Cabin crew** , as well as its overall responsibility for the flight; and
- Take into account the CRM aspect of these flights under supervision.

CAAT recommendation: PIC (supervisor) must be experienced crew as detailed in ORO.FC.200.

PICUS Method of supervision

Definition of the criteria for determining and recording the hours worked

Validation criteria will have to be defined to allow the supervisor to validate these hours.

They must define the latitude left to the F/O under supervision to carry out the flight (preparation, conduct of the flight). And describe some operational or commercial situations which may conduct to cancel the supervision.

Once the flight has been completed and the validation criteria have been met, the supervisor will apply the defined validation procedure described in OM (flight log signature, etc.) which will allow the F/O to keep its count of hours under supervision up to date.

This validation must be based only on the defined criteria.

PICUS Method of supervision

Provide an attestation of the number of hours worked under supervision

The Operator must provide the pilot with a certificate of the number of hours under supervision. This certificate is required in the candidate's application file for the ATPL (A) practical test . The form used for this certificate must be presented in OM. He may occur when operator use a logbook electronic format.

Example of a record of hours

Example of a record of hours under supervision (kept up to date by the pilot under supervision) as an alternative to the signature of the nominated CPT on the flight log:

NAME OF OPERATOR					
Record of flight time carried out as a PIC under supervision of the PIC authorized for this purpose in accordance with the Operator's procedure					
Date	Type	Route	Duration	Accumulation	Name and Signature of PIC authorized supervisor
DD/MM/YY	A320	BKK-CMA	1:00	1:00	
DD/MM/YY	A320	BKK-TPE	3:35	4:35	

