

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Implementing Standards

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

Title: Compliance to Annex-6-Part 1 – Chapter 9- Aeroplane Flight Crew

IS Reference Code: CA-IS-6-(i)-9

Date of Issue: 10.01.2023

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 (hereinafter referred to as the CA Act), Director General of Civil Aviation (hereinafter referred to as the DGCA) shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the Purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.

Accordingly, I, being the DGCA do hereby issue the Implementing Standards on Compliance to **Annex 6 - Part (I) - Chapter 9– Aeroplane Flight Crew** as mentioned in the Attachment hereto (**Ref: Attachment No IS-6-(i)-9**) elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices contained in ICAO Annex 6.

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate issued by DGCA and any applicant seeking an Air Operator Certificate or Foreign Air Operator Certificate and shall come in to force with effect from 10th of January 2023 with immediate effect and remain force unless revised/revoked.

This Implementing Standard will supersede 01st Edition, Rev 02 of Implementing Standard 018 dated 01st March 2018 issued by the DGCA.

Attention is also drawn to Section 103 of the CA Act, which states inter alia that failure to comply with any Implementing Standard is an offence. Further, if any standard stipulated in this Implementing Standard is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under Section 102 of the CA Act.

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Enclosure: Attachment No. IS-6-(i)-9-Att-01

PREAMBLE

1. Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO) and incorporated in the 12th Edition to Annex 06 Part I Aeroplane Flight Crew.
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.
- 1.4. Status of ICAO Annex components in the Implementing Standard

Some of the components in an ICAO Annex are as follows and they have the status as indicated:

 - 1.4.1. **Standard:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
 - 1.4.2. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmentally responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible.
 - 1.4.3. **Appendices:** Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council. Enforcement action on such matters will be as in the case of Standards or Recommended Practices.
 - 1.4.4. **Definitions:** A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
 - 1.4.5. **Tables and Figures:** add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

LIST OF EFFECTIVE PAGES

Page No.	Rev. No	Effective Date
1	00	10.01.2023
2	00	10.01.2023
3	00	10.01.2023
4	00	10.01.2023
5	00	10.01.2023
6	00	10.01.2023
7	00	10.01.2023
8	00	10.01.2023
9	00	10.01.2023
10	00	10.01.2023
11	00	10.01.2023

HISTORY OF REVISIONS

Rev No.	Source	Areas Subjected to Change	Effective Date
1 st Edition, Rev.02	ICAO Annex 06 Part 1 Chapter 9	All IS	01.03.2018

TABLE OF CONTENTS

RECORD OF REVISION	2
HISTORY OF REVISIONS	4
TABLE OF CONTENTS	5
Implementing Standards	6
REQUIREMENTS FOR AEROPLANE FLIGHT CREW	6
1. COMPOSITION OF THE FLIGHT CREW	6
2. FLIGHT CREW MEMBER EMERGENCY DUTIES	6
3. FLIGHT CREW MEMBER TRAINING PROGRAMMES	6
4. QUALIFICATIONS	8
5. FLIGHT CREW EQUIPMENT	11

Implementing Standards

REQUIREMENTS FOR AEROPLANE FLIGHT CREW

1. COMPOSITION OF THE FLIGHT CREW

- 1.1** The number and composition of the flight crew shall not be less than that specified in the operations manual. The flight crews shall include flight crew members in addition to the minimum numbers specified in the flight manual or other documents associated with the certificate of airworthiness, when necessitated by considerations related to the type of aeroplane used, the type of operation involved and the duration of flight between points where flight crews are changed.
- 1.2** **Radio operator;** The flight crew shall include at least one member who holds a valid licence, issued or rendered valid by the DGCA, authorizing operation of the type of radio transmitting equipment to be used.
- 1.3** **Flight engineer;** When a separate flight engineer's station is incorporated in the design of an aeroplane, the flight crew shall include at least one flight engineer especially assigned to that station, unless the duties associated with that station can be satisfactorily performed by another flight crew member, holding a flight engineer licence, without interference with regular duties.
- 1.4** **Flight navigator;** The flight crew shall include at least one member who holds a flight navigator licence in all operations where, as determined by the DGCA, navigation necessary for the safe conduct of the flight cannot be adequately accomplished by the pilots from the pilot station.

2. FLIGHT CREW MEMBER EMERGENCY DUTIES

The operator shall, for each type of aeroplane, assign to all flight crew members the necessary functions they are to perform in an emergency or in a situation requiring emergency evacuation. Annual training in accomplishing these functions shall be contained in the operator's training programme and shall include instruction in the use of all emergency and life-saving equipment required to be carried, and drills in the emergency evacuation of the aeroplane.

3. FLIGHT CREW MEMBER TRAINING PROGRAMMES

- 3.1** The operator shall establish and maintain a ground and flight training programme (refer SLACP 4500), approved by the DGCA, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall:
- a) Include ground and flight training facilities and properly qualified instructors as determined by the DGCA; for guidance please refer to IS 090 on Approval of Instructors.
 - b) Consist of ground and flight training in the type(s) of aeroplane on which the flight crew member serves;
 - c) Include proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by engine, airframe or systems malfunctions, fire or other abnormalities;
 - d) Include upset prevention and recovery training;

- e) Include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, charting, and human performance including threat and error management and in the transport of dangerous goods;
- f) Ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures; and
- g) Be given on a recurrent basis, as determined by the DGCA and shall include an assessment of competence.

3.1.1.

- a). Paragraph 2.5 of IS 013 prohibits the in-flight simulation of emergency or abnormal situations when passengers or cargo are being carried.
- b). Flight training may, to the extent deemed appropriate by the DGCA, be given in flight simulation training devices approved by the DGCA for that purpose.
- c). The scope of the recurrent training required by 2 and 3 of this IS may be varied and need not be as extensive as the initial training given in a particular type of aeroplane.
- d). The use of correspondence courses and written examinations as well as other means may, to the extent deemed feasible by the DGCA, be utilized in meeting the requirements for periodic ground training.
- e). For more information on dangerous goods operational requirements, see Implementing Standards IS 009.
- f). Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (Doc 9683).
- g). Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.
- h) Guidance material to design flight crew training programmes can be found in the Manual of Evidence-based Training (Doc 9995).
- i). Guidance material on the different means used to assess competence can be found in the Attachment to Chapter 2 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).
- j). Procedures for upset prevention and recovery training in a flight simulation training device are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).
- k). Guidance on upset prevention and recovery training in a flight simulation training device is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).

3.2 The requirement for recurrent flight training in a particular type of aeroplane shall be considered fulfilled by:

- a) The use, to the extent deemed feasible by the DGCA, of flight simulation training devices approved by the DGCA for that purpose; or
- b) The completion within the appropriate period of the proficiency check required by 4.4 in this IS that type of aeroplane.

4. QUALIFICATIONS

See the Manual of Procedures for Establishment and Management of a Perpetual Licensing Procedures Manual (SLCAP 3100) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.

4.1 Recent experience — pilot-in-command and co-pilot

4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of aeroplane during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.

4.1.2 When a pilot-in-command or a co-pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the DGCA shall decide under which conditions the requirements of 4.1.1 of this IS for each variant or each type of aeroplane can be combined.

4.2 Recent experience — cruise relief pilot

4.2.1 The operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either:

- a) Operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or
- b) Carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practiced approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.

4.2.2 When a cruise relief pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the DGCA shall decide under which conditions the requirements of 4.2.1 of this IS for each variant or each type of aeroplane can be combined.

4.3 Pilot-in-command area, route and aerodrome qualification

4.3.1 The operator shall not utilize a pilot as pilot-in-command of an aeroplane on a route or route segment for which that pilot is not currently qualified until such pilot has complied with 4.3.2 and 4.3.3 of this IS.

4.3.2 Each such pilot shall demonstrate to the operator an adequate knowledge of:

- a) The route to be flown, and the aerodromes which are to be used. This shall include knowledge of:
 - 1) The terrain and minimum safe altitudes;
 - 2) The seasonal meteorological conditions;
 - 3) The meteorological, communication and air traffic facilities, services and procedures;
 - 4) The search and rescue procedures; and
 - 5) The navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place; and
- b) Procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima.

That portion of the demonstration relating to arrival, departure, holding and instrument approach procedures may be accomplished in an appropriate training device which is adequate for this purpose.

4.3.3 A pilot-in-command shall have made an actual approach into each aerodrome of landing on the route, accompanied by a pilot who is qualified for the aerodrome, as a member of the flight crew or as an observer on the flight deck, unless:

- a) The approach to the aerodrome is not over difficult terrain and the instrument approach procedures and aids available are similar to those with which the pilot is familiar, and a margin to be approved by the DGCA is added to the normal operating minima, or there is reasonable certainty that approach and landing can be made in visual meteorological conditions; or
- b) The descent from the initial approach altitude can be made by day in visual meteorological conditions; or
- c) The operator qualifies the pilot-in-command to land at the aerodrome concerned by means of an adequate pictorial presentation; or
- d) The aerodrome concerned is adjacent to another aerodrome at which the pilot-in-command is currently qualified to land.

4.3.4 The operator shall maintain a record, sufficient to satisfy the DGCA of the qualification of the pilot and of the manner in which such qualification has been achieved.

4.3.5 The operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator and approved by the DGCA unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment:

- a) Within that specified area; and

- b) If appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.

4.3.6 In the event that more than 12 months elapse in which a pilot-in-command has not made such a trip on a route in close proximity and over similar terrain, within such a specified area, route or aerodrome, and has not practiced such procedures in a training device which is adequate for this purpose, prior to again serving as a pilot-in-command within that area or on that route, that pilot must requalify in accordance with 4.3.2 and 4.3.3 of this IS.

4.4 Pilot proficiency checks

4.4.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot's competence on each type or variant of a type of aeroplane. Where the operation may be conducted under instrument flight rules, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the DGCA of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

Flight simulation training devices approved by the DGCA may be used for those parts of the checks for which they are specifically approved.

See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).

4.4.2 When the operator schedules flight crew on several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the DGCA shall decide under which conditions the requirements of 4.4.1 of this IS for each variant or each type of aeroplane can be combined.

4.5 Single pilot operations under the instrument flight rules (IFR) or at night

4.5.1 The DGCA shall prescribe requirements of experience, recency and training applicable to single pilot operations intended to be carried out under the IFR or at night.

4.5.2 The pilot-in-command should:

- a) For operations under the IFR or at night, have accumulated at least 50 hours flight time on the class of aeroplane, of which at least 10 hours shall be as pilot-in-command;
- b) For operations under the IFR, have accumulated at least 25 hours flight time under the IFR on the class of aeroplane, which may form part of the 50 hours flight time in sub-paragraph a);
- c) For operations at night, have accumulated at least 15 hours flight time at night, which may form part of the 50 hours flight time in sub-paragraph a);
- d) For operations under the IFR, have acquired recent experience as a pilot engaged in a single pilot operation under the IFR of:
 - 1) At least five IFR flights, including three instrument approaches carried out during the preceding 90 days on the class of aeroplane in the single pilot role; or

- 2) An IFR instrument approach check carried out on such an aeroplane during the preceding 90 days;
 - e) For operations at night, have made at least three take-offs and landings at night on the class of aeroplane in the single pilot role in the preceding 90 days; and
 - f) Have successfully completed training programmes that include, in addition to the requirements of 3 of this IS, passenger briefing with respect to emergency evacuation, autopilot management, and the use of simplified in-flight documentation.
- 4.5.3** The initial and recurrent flight training and proficiency checks indicated in 3.1 and 4.4 of this IS shall be performed by the pilot-in-command in the single pilot role on the class of aeroplane in an environment representative of the operation.

5. FLIGHT CREW EQUIPMENT

A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.