

Applicability: All Aeroplane and Helicopter AOC Holders

PASSENGERS CARRIED ON THE FLIGHT DECK SOMETIMES CALLED 'PILOTS' ASSISTANTS'

1 Introduction

- 1.1 Under EU-OPS, JAR-OPS 3 and the Air Navigation Order (ANO), persons carried on board an aircraft fall into only one of two categories; crew consisting of flight or cabin crew members, or passengers.
- 1.2 Some aircraft certificated for single-pilot operation are fitted with a second pilot's seat. For Commercial Air Transport and Public Transport operations being conducted under EU-OPS, JAR-OPS 3 or the ANO, no person may be carried on the flight deck except a crew member assigned to the flight as an operating crew member, or a passenger permitted to occupy a flight deck seat in accordance with instructions in the operator's operations manual. Flight deck seats include 'jump seats' and empty pilot's seats whether in a separate flight deck compartment or, in smaller aircraft, at the front of the cabin.
- 1.3 For larger aircraft, the National Aviation Security Programme controls access to the flight deck. This FODCOM only applies where that Programme does not prohibit the carriage of passengers on the flight deck.
- 1.4 The purpose of this FODCOM is to alert and remind operators of the requirements for carrying persons in flight deck seats.

2 Discussion

- 2.1 Air Operator's Certificate (AOC) holders operating types certificated for single pilot operation may be requested by contractual charter agreements, or may in any event wish to carry in addition to the single pilot a person who is sometimes described as a 'pilot's assistant'. Unless they hold an appropriate flight crew licence entitling them to act as pilot on the flight, such persons can only be passengers and may not undertake any of the pilot's duties, whether handling the controls, operating any aircraft equipment (including the radios) or completing flight documentation.
- 2.2 Therefore, operators wishing to carry such persons in the second pilot seat should ensure that they are fully briefed as to their 'passenger' status. Such passengers are not 'pilot assistants' or 'safety pilots', nor should they be permitted to contribute in any way to the operation of the aircraft. The operator should ensure that their carriage in a pilot seat does not cause distraction. They should, however, be made familiar with the relevant restrictions and safety procedures.
- 2.3 Passengers carried in 'jump seats' should be similarly briefed.
- 2.4 Operators should be aware of the requirements for crew qualification and equipment standards as defined in EU-OPS, JAR-OPS 3, the ANO, EASA Certification Specification CS-23 and the International Civil Aviation Organisation Annexes.

3 Recommendation

- 3.1 **Operators should note the guidance contained in this FODCOM.**

4 Queries

- 4.1 Any queries as a result of this Flight Operations Communication should be addressed to the operator's Flight Operations Inspector (FOI).

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