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InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: First-Class Medical Certificate Requirements for SICs in Flag or Supplemental Operations

Purpose: This InFO reminds managers and pilots of air carriers operating under Title 14 of the Code of Federal Regulations (14 CFR) part 121 that second-in-command (SIC) medical requirements are specific to operations requiring three or more pilots, typically flights that are long in duration, such as those between the United States and Europe.

Background: Recently, a U.S. commercial flight scheduled to operate from Paris, France to a U.S. destination was ramp checked by French civil aviation authorities. The ramp check revealed that the SIC held a second-class medical certificate. France requires pilots operating in its airspace to meet International Civil Aviation Organization (ICAO) licensing standards. ICAO licensing standards specify that an SIC must hold a first-class medical certificate in this case. The flight was permitted to depart with passengers onboard after another SIC with a first-class medical certificate was located. According to French civil aviation authorities, only a non-revenue flight could have been operated if the SIC with a first-class medical certificate had not been located.

U.S. Regulations. In domestic operations with two pilot crews an SIC is required to hold at least a commercial license. Title 14 CFR part 61, § 61.23(a)(2) requires the SIC to hold a second-class medical certificate. However, in flag and supplemental operations part 121, § 121.437 requires an SIC to hold an airline transport pilot certificate when assigned to crews of three or more pilots, and § 61.23(a)(1) requires the SIC to hold a first-class medical certificate.

Foreign Regulations. U.S. pilots flying in foreign airspace are required to meet the licensing requirements of the respective country. Many European countries specifically require compliance with ICAO licensing standards which specify that an SIC must hold a first-class medical certificate for international air transportation. Aviation authorities of a foreign country could take action against both the individual and the air carrier if a pilot fails to meet its licensing requirements.

Recommended Action: Directors of operations, other managers, and pilots should be aware that it is their responsibility to comply with all applicable pilot licensing requirements, including those of the United States and foreign countries in which they operate.