

Flight Standard Department of CAAC

Advise Circular

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Qualifications for Co-pilot Trainees

1 Purpose and Coverage

The advisory circular is prepared in accordance with the relevant requirements prescribed in CCAR Part 121 Article 417 (c), CCAR Part 121 Article 453 (b), CCAR Part 61 and CCAR Part 141 in order to clearly define the qualifications for co-pilot trainees (hereinafter referred to as "co-pilot") as well as the specified requirements for the training courses of co-pilot trainees including the airline transport pilot (airplane) integrated course with at least 230 hours flight training and the high performance multi-engine airplane training course.

2 Conditions for Attending the Co-pilot Training

2.1 At least holding the commercial pilot license with an airplane category, multi-engine rating and instrument rating issued by the Civil Aviation Administration of China and having passed the theoretical test for airline transport pilot license.

2.2 For the pilots intended to serve as a co-pilot in Type I airplanes, they shall have a total piloting time of no less than 250 hours, or they shall have completed the airline transport pilot (airplane) integrated course approved in line with this advisory circular.

2.3 For pilots intended to serve as a co-pilot in Type II airplanes with the maximum overall takeoff weight less than 136,000kg (inclusive):

1) They shall have a total piloting time of no less than 500 hours, or they shall have completed the airline transport pilot (airplane) integrated course and the 20-hour high performance multi-engine airplane training course which both are approved in line with the advisory circular;

2) For pilots with 70 hours of flying experience as a pilot in command in the turbine-powered multi-engine airplane with the pressurized cabin or those with 300 hours of flying experience as a co-pilot in the said airplane, the high performance multi-engine airplane training may not be required before attending the co-pilot training mentioned herein.

2.4 For pilots intended to serve as a co-pilot post in Type II airplanes with the maximum overall takeoff weight more than 136,000kg (exclusive):

1) They shall have a total piloting time of no less than 500 hours, or they shall have completed the airline transport pilot (airplane) integrated course and the

50-hour high performance multi-engine airplane training course which both are approved in line with the advisory circular;

2) For pilots with 100 hours of flying experience as a pilot in command in the turbine-powered multi-engine airplane with the pressurized cabin or those with 500 hours of flying experience as a co-pilot in the said airplane, the high performance multi-engine airplane training may not be required before attending the co-pilot training mentioned herein.

2.5 The piloting time mentioned herein refers to the accumulated flight time in airplanes or helicopters. The integrated training course shall be fully conducted in airplanes, and no other aircraft shall be used in the training course.

3 Requirements for the Airline Transport Pilot (Airplane) Integrated Course

3.1 The airline transport pilot (airplane) integrated course is designed to train the pilots to be able to manipulate the multi-engine airplane as a qualified co-pilot on multi-crew operations as well as to obtain the commercial pilot license with a multi-engine rating and instrument rating. The pilot training institution that is in charge of course implementation shall be the domestic civil aircraft pilot training school that is subject to review and approval under the provisions of CCAR-141 Or the approved overseas civil aircraft pilot training school.

3.2 Training cycle

Under the supervision of the chief flight trainer of the flight training institution, an applicant shall complete all training stages of the airline transport pilot (airplane) integrated course within successive 10-36 calendar months since the first takeoff. Where the said training stages are not completed within the prescribed time, the applicant shall be shifted to other courses.

3.3 Training termination

Where an applicant fails to continue the airline transport pilot (airplane) integrated course due to technical reasons, the applicant shall be terminated from the training course by the flight training institution and can not be re-registered for the airline transport pilot (airplane) integrated course again.

3.4 Requirements for theoretical training

1) Content of theoretical training

The theoretical training shall cover all aviation-related theoretical knowledge required for the private pilot license (airplane) course, commercial pilot license (airplane) course, instrument rating (airplane) course and airline transport pilot license (airplane) course under the Certification Regulations for Civil Aircraft Pilot Schools (CCAR Part 141).

2) Duration of theoretical training

The theoretical training for aviation knowledge shall include a minimum of 140

classroom training hours, of which at least 35 hours of aviation knowledge training for private pilot license (airplane), 35 hours of aviation knowledge training for commercial pilot license (airplane), 30 hours of aviation knowledge training for instrument rating (airplane) and 40 hours of aviation knowledge training for airline transport pilot license (airplane).

3) Theoretical test

Upon completing the training, an applicant shall go through the theoretical tests for private pilot license (airplane), commercial pilot license (airplane), instrument rating (airplane) and airline transport pilot license (airplane).

3.5 Requirements for flight training

1) Content of flight training

The flight training for the airline transport pilot (airplane) integrated course shall cover all flight training content required for the private pilot license (airplane) course, multi-engine commercial pilot license (airplane) course and instrument rating (airplane) course under the CCAR Part 141.

2) Duration of flight training

The airline transport pilot (airplane) integrated course shall have a minimum of 230 hours of flight training, including the flight tests and exams in all stages. During the overall course, the flight training in a flight simulator or flight training device shall not exceed 35 hours. In the total 230 flight training hours, an applicant shall meet the time requirement on total flight training and solo flight training required for the private pilot license (airplane) course, multi-engine commercial pilot license (airplane) course and instrument rating (airplane) course under the CCAR Part 141:

- a. Time requirement specified for the single-engine airplane course under Article 4 and 5 Of Attachment A to CCAR Part 141;
- b. Time requirement specified for the instrument rating course under Article 4 Of Attachment B to CCAR Part 141.
- c. Time requirement specified for the multi-engine airplane course under Article 4 and 5 of Attachment C to CCAR Part 141.

3) Practical test

An applicant shall go through the practical tests for private pilot license (if applicable), multi-engine commercial pilot license and instrument rating license, and shall acquire the private pilot license (airplane) (if applicable) and commercial pilot license (airplane) with a multi-engine rating and instrument rating.

3.6 For those applicants who intend to serve as a co-pilot in Type I airplane while fail to carry out the high performance multi-engine airplane training, they shall complete another 25 classroom training hours for multi-crew cooperation.

4 Requirements for High Performance Multi-Engine Airplane Training Course

4.1 In addition to Model Y-7, CESSNA-525, PA-42 and C-90 airplanes approved by the CAAC, the high performance multi-engine airplanes refer to those multi-engine airplanes that meet the following conditions:

- 1) Equipped with the pressurized cabin; and with the practical ceiling or the maximum operating altitude (whichever lower) 7,600m (25,000ft) higher than the mean sea level (MSL);
- 2) With the maximum takeoff weight above 4,500kg (9,921pd);
- 3) Powered by turbine engine;
- 4) Equipped with the aerial weather radar, regional navigation, flight management system and other facilities, and with equivalent flight performance and operating capacity as the modern jet transport aircraft.

4.2 Conditions for attending the training

Any pilot cannot attend the high performance multi-engine airplane training until they have held the commercial pilot license (airplane) of a multi-engine rating and instrument rating.

4.3 Training requirements

The theoretical training and flight training for high performance multi-engine training course shall be carried out in line with the relevant provisions mentioned in the advisory circular AC-141-02.

5 Registration and Transfer

5.1 Registration

Any applicant shall be registered and filed in the CAAC prior to attending the courses.

1) Those applicants who intend to attend the training course in a domestic pilot training institution shall hold a training agreement signed with the flight training institution that is in charge of the flight training, and the said flight training institution shall go through the registration and filing processes with the CAAC on behalf of the applicants.

2) Those applicants who intend to attend the training courses in an overseas pilot training institution shall hold a training agreement signed with the airline carrier that is operated according to the requirements prescribed in CCAR Part 121, and the said airline carrier shall go through the registration and filing processes with the CAAC on behalf of the applicants.

3) Registration of applicants with flight experience

a. For those applicants who attend the airline transport pilot (airplane) integrated course for the first time and have held the private pilot license (airplane) or above issued by the CAAC, the flight training institution may acknowledge their previous overall flight experience according to their flight proficiency check, but it can not exceed 40 hours.

b. For those applicants who have previous flight experience but have not acquired the private pilot license (airplane) issued according to the CCAR Part 61, they shall

go through the airline transport pilot (airplane) integrated course based on "zero experience".

5.2 Transfer

1) For those pilots who are under the training program of the airline transport pilot (airplane) integrated course and have acquired the private pilot license (or above), if they want to transfer into the airline transport pilot (airplane) integrated course provided by another flight training institution, upon the approval of transfer by the CAAC, the said flight training institution that has enrolled the transferred pilots may acknowledge their previous flight experience

according to their flight proficiency check based on the following principles:

a. The previous training time prior to acquiring the private pilot license can be calculated into the private pilot license training stage by the flight training institution that has enrolled the transferred pilot. If the previous training time is more than the required amount, the excess part shall not be calculated. If the previous training time is less than the required amount, the insufficient part shall be supplemented.

b. At most 50% of the previous training time after acquiring the private pilot license can be calculated into the training record of the integrated course by the flight training institution that has enrolled the transferred pilot;

2) No applicant who is under the training of the other courses is allowed to transfer into the airline transport pilot (airplane) integrated course

3) For those pilots who are under the training of high performance multi-engine flight training course, if they want to transfer into the high performance multi-engine flight training course provided by another flight training institution, they shall go through the complete high performance multi-engine flight training course

6 Effectiveness

The advisory circular shall come into force on the date of issuance. The flight training institutions targeted to CCAR Part 121 airline carriers shall complete the preparation of airline transport pilot (airplane) integrated course and submit it to the CAAC for approval prior to December 31st 2011, and the other training outlines approved can continue to be used for training in accordance with CCAR Part 141.