

ADVISORY CIRCULAR

No. : AC-28-01-021
Date : 1 March 2016

A. SUBJECT.

Line Flying Under Supervision (LFUS) Requirements

B. PURPOSE.

This Advisory Circular (AC) provides guidance for Air Operator Certificate (AOC) holder/applicant for line flying under supervision.

C. STATUS.

This is the first edition of AC - 28 - 01 - 021, dated 1 March 2016, and it will remain current until withdrawn or superseded.

D. CONTENTS.

- 1.0 General.
- 2.0 Line flying under supervision sectors/hours.
- 3.0 Route and aerodrome competence qualification.
- 4.0 Special approvals.
- 5.0 Line check.

E. REFERENCES:

This advisory circular should be read in conjunction with the JCAR OPS 1 line flying under supervision subjects.



Line Flying Under Supervision (LFUS) Requirements

1.0 General.

- 1.1 Line flying under supervision provides the opportunity for a flight crew member to carry into practice the procedures and techniques he has been made familiar with during the ground and flying training of a conversion course. This is accomplished under the supervision of a flight crew member specifically nominated and trained for the task. At the end of line flying under supervision the respective crew member should be able to perform a safe and efficient flight conducted within the tasks of his crewmember station.
- 1.2 Following completion of airplane/FSTD training and checking as part of the operator's conversion course, each flight crew member should operate a minimum number of sectors and/or flying hours under the supervision of a flight crew member nominated by the operator and acceptable to CARC.

2.0 Line Flying Under Supervision Sectors/Hours.

- 2.1 The period within which line flying experience is required on each type must be specified in the Operations Manual. The minimum sectors/hours of the line flying under supervision shall be specified in the operations manual and should be determined by the following:
 - a. Previous experience of the flight crew member.
 - b. Complexity of the airplane.
 - c. The type and area of operations.
- 2.2 The following are a guide line for the minimum sector of the line flying under supervision and are subject to CARC approval and must be based on 2.1 above:
 - a. Co-pilot undertaking first conversion course, total accumulated 100 hours and minimum 40 sectors.
 - b. Co-pilot upgrading to commander, minimum of 10 sectors when already qualified on the airplane type.
 - c. Co-pilot upgrading to commander, minimum of 20 sectors when converting to a new type.
 - d. A minimum of 10 sectors is required for a commander/co pilot changing operator when already qualified on the airplane type and the type and area of operations.



- e. A minimum of 20 sectors is required for a commander/co pilot changing operator when converting to a new type.
- f. A minimum of 10 sectors is required for a commander/co pilot when converting to a new type with the same operator.

2.3 Release of safety pilot.

- a. Operator conversion course.
 - (1) The first 4 sectors shall be conducted with type rating instructor on the other pilot seat and safety pilot on the center seat.
 - (2) The safety pilot shall not be released before the completion of at least:
 - (a) 30 sectors for first conversion training.
 - (b) 4 sectors for other than first conversion.
- b. Command upgrade course.
 - (1) The first 4 sectors shall be conducted with type rating instructor on the right hand seat and safety pilot on the center seat.
 - (2) For command upgrade on different airplane type only, the safety pilot shall not be released before the completion of at least 10 sectors.
- c. The release of safety pilot shall be subject to the following conditions:
 - (1) Complete satisfactory initial line check with line check captain/type rating examiner.
 - (2) Trainee shall meet line flying under supervision operator proficiency requirements for safe flight operation.

3.0 Route and Aerodrome Competence Qualification.

3.1 General.

- a. The minimum sectors/hours of the line flying under supervision shall be determined by the type and area of operation.



- b. An operator shall ensure that, prior to being assigned as commander or as pilot to whom the conduct of the flight may be delegated by the commander; the pilot has obtained adequate knowledge of the route to be flown and of the aerodromes (including alternates), facilities and procedures to be used.

3.2 Route competence.

- a. Route competence training should include knowledge of:
 - (1) Terrain and minimum safe altitudes.
 - (2) Seasonal meteorological conditions.
 - (3) Meteorological, communication and air traffic facilities, services and procedures.
 - (4) Search and rescue procedures.
 - (5) Navigational facilities associated with the route along which the flight is to take place.
- b. Depending on the complexity of the route, as assessed by the operator, the following methods of familiarization should be used:
 - (1) For the less complex routes, familiarization by self-briefing with route documentation, or by means of programmed instruction.
 - (2) For the more complex routes, in addition to above, in flight familiarization as a commander, co-pilot or observers under supervision, or familiarization in a Synthetic Training Device using a database appropriate to the route concerned.

3.3 Aerodrome competence

- a. The Operations Manual should specify a method of categorization of aerodromes and specify the requirements necessary for each of these categories. The Operations Manual should specify the parameters which qualify an aerodrome to be considered Category A and then provide a list of those aerodromes categorized as B or C.
- b. All aerodromes to which an operator operates should be categorized in one of these three categories. The operator's categorization should be acceptable to CARC.




- c. **Category A.** An aerodrome which satisfies all of the following requirements:
- (1) An approved instrument approach procedure.
 - (2) At least one runway with no performance limited procedure for take-off and/or landing.
 - (3) Published circling minima not higher than 1 000 feet above aerodrome level.
 - (4) Night operations capability.
- d. **Category B.** An aerodrome which does not satisfy the Category A requirements or which requires extra considerations such as:
- (1) Non-standard approach aids and/or approach patterns; or
 - (2) Unusual local weather conditions; or
 - (3) Unusual characteristics or performance limitations; or
 - (4) Any other relevant considerations including obstructions, physical layout, lighting etc.

Prior to operating to a Category B aerodrome, the commander should be briefed, or self-briefed by means of programmed instruction, on the Category B aerodrome(s) concerned and should certify that he has carried out these instructions.

- e. **Category C.** An aerodrome which requires additional considerations to a Category B aerodrome. Prior to operating to a Category C aerodrome, the commander should be briefed and visit the aerodrome as an observer and/or undertake instruction in a Flight Simulator. This instruction should be certified by the operator.

4.0 Special approvals. Line flying under supervision shall include training on the required approval related to the area of operations.

5.0 Line Check. For both co-pilot and commander complete Line Checks - 2 sectors after the completion of line flying under supervision requirements.


Eng. Ahmad Azzam
Acting Chief Commissioner

