

## Cruise relief pilots

IFALPA recognizes that various models of cruise relief exist. However IFALPA reaffirms that all pilots should be fully qualified on type, and therefore opposes the creation of a specific “relief pilot” license.

In this context, the following definitions should be used, as a complement to the existing licensing concepts:

Cruise relief PIC means a pilot who relieves the PIC of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL200.

Cruise relief co-pilot means a pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL200.

### Prerequisites

A cruise relief pilot should hold a licence as follows:

- ▶ for PIC relief, this license should be an ATPL. In addition, the license holder should have a valid type rating on the type, as well as relevant flight experience on type.
- ▶ for co-pilot relief, this license should be CPL, MPL or ATPL, additionally the license holder should have a valid type rating on the type,

The operator should have implemented the adequate cruise relief procedures in its Operations Manual.

These procedures should at least include seat assignment, contents of relief briefing with specific focus on the command function. A comprehensive policy should specify the circumstances where PIC relief is terminated, and PIC required back in the cockpit and/or at the controls.

The split of tasks from the beginning of duty to its end should also be specified.

### Training

During line instruction all relief pilots should receive training on relevant cruise/high altitude topics such as, but not restricted to emergency procedures, contingency procedures, TCAS, specific areas procedures (MNPS, RVSM, NATs, etc...), weather phenomena (ITCZ, turbulence, tropical storms, cold and warm fronts, etc...).

The PIC cruise relief initial training should also include the theoretical and practical elements of the operator’s command course relevant to the cruise phase.

### Recurrent training

The recurrent training for pilots rostered for cruise relief should address competency decay, especially for those competencies not used during line flying, i.e manual handling, workload management. Pilots should be exposed to both normal and abnormal situations, covering the whole spectrum of flight operations, and not restricted to cruise phase only.

### Recency

Recency should be fully observed. However, it may be fulfilled by the relevant simulator recency training.

### PIC training upgrade

A proper PIC cruise relief provision enables a more efficient and successful PIC upgrade. This is why PIC cruise relief should be considered as an intermediate step towards PIC, and not just a cost-saving provision.