



ASOS Research Request: Could you please provide me with the policies on the logging of flight time of other companies who utilize three pilot crews on long range flights.

ASOS Research Brief

Logging PIC and SIC Time

Pilot-in-command (PIC) time may be logged when the pilot is the sole manipulator of controls of the aircraft they are rated for; when they are the sole occupant, when they are acting PIC on a flight where more than one pilot is required under the type certificate or the regulations governing the flight, or while acting as PIC for an operations requiring an ATP. This means the PIC of the flight may log PIC time for the whole flight, even though they might not actually manipulate the flight controls. The second-in-command (SIC) pilot may log PIC time for the time they are sole manipulator of the controls. An ATP may log all PIC time when the operation requires an ATP. In order for the SIC to log PIC, the SIC must hold the correct category, class, and instrument rating and they must be rated (category, class, type) in that aircraft. To log SIC time, they need to hold the correct category, class, and instrument rating

In reference to flight operations with a 3 pilot crew, it is our understanding the same regulations apply. In other words, only the pilot's who are actually at a "crewmember station" may log time in the aircraft.

PIC

- PIC time may be logged when they are the:
 - Sole manipulator of controls of the aircraft they are rated for.
 - Sole occupant.
 - Acting PIC on a flight where more than one pilot is required under the type certificate or the regulations governing the flight.
 - Acting as PIC for an operation requiring an ATP.

SIC

- May log SIC as long as the aircraft's type certificate requires more than 1 pilot or if the regulations require more than one pilot.
- SIC may log PIC as long as they are appropriately rated for that aircraft and are the sole manipulator of the controls.
- SIC must have appropriate category, class, and instrument rating (if applicable) to log SIC.

Pertinent FAR's regarding PIC and SIC time:

Sec 91.3

Responsibility and authority of the pilot in command.

- (a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
- (b) In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.
- (c) Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

Sec. 91.105

Flight crewmembers at stations.

- (a) During takeoff and landing, and while en route, each required flight crewmember shall--
 - (1) Be at the crewmember station unless the absence is necessary to perform duties in connection with the operation of the aircraft or in connection with physiological needs; and
 - (2) Keep the safety belt fastened while at the crewmember station.
- (b) Each required flight crewmember of a U.S.-registered civil aircraft shall, during takeoff and landing, keep his or her shoulder harness fastened while at his or her assigned duty station. This paragraph does not apply if--
 - (1) The seat at the crewmember's station is not equipped with a shoulder harness; or
 - (2) The crewmember would be unable to perform required duties with the shoulder harness fastened.

Sec. 61.51

Pilot logbooks.

- (a) Training time and aeronautical experience. Each person must document and record the following time in a manner acceptable to the Administrator:
 - (1) Training and aeronautical experience used to meet the requirements for a certificate, rating, or flight review of this part.
 - (2) The aeronautical experience required for meeting the recent flight experience requirements of this part.
- (b) Logbook entries. For the purposes of meeting the requirements of paragraph (a) of this section, each person must enter the following information for each flight or lesson

logged:

(1) General--

(i) Date.

(ii) Total flight time or lesson time.

(iii) Location where the aircraft departed and arrived, or for lessons in a flight simulator or flight training device, the location where the lesson occurred.

(iv) Type and identification of aircraft, flight simulator, or flight training device, as appropriate.

(v) The name of a safety pilot, if required by Sec. 91.109(b) of this chapter.

(2) Type of pilot experience or training--

(i) Solo.

(ii) Pilot in command.

(iii) Second in command.

(iv) Flight and ground training received from an authorized instructor.

(v) Training received in a flight simulator or flight training device from an authorized instructor.

(3) Conditions of flight--

(i) Day or night.

(ii) Actual instrument.

(iii) Simulated instrument conditions in flight, a flight simulator, or a flight training device.

(c) Logging of pilot time. The pilot time described in this section may be used to:

[(1) Apply for a certificate or rating issued under this part or a privilege authorized under this part; or]

(2) Satisfy the recent flight experience requirements of this part.

(d) Logging of solo flight time. Except for a student pilot performing the duties of pilot in command of an airship requiring more than one pilot flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(e) Logging pilot-in-command flight time.

[(1) A sport, recreational, private, or commercial pilot may log pilot-in-command time only for that flight time during which that person--

(i) Is the sole manipulator of the controls of an aircraft for which the pilot is rated or has privileges;]

(ii) Is the sole occupant of the aircraft; or

(iii) Except for a recreational pilot, is acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.

(2) An airline transport pilot may log as pilot-in-command time all of the flight time while acting as pilot-in-command of an operation requiring an airline transport pilot certificate.

(3) An authorized instructor may log as pilot-in-command time all flight time while acting as an authorized instructor.

(4) A student pilot may log pilot-in-command time only when the student pilot--

(i) Is the sole occupant of the aircraft or is performing the duties of pilot of com-

- mand of an airship requiring more than one pilot flight crewmember;
- (ii) Has a current solo flight endorsement as required under Sec. 61.87 of this part; and
 - (iii) Is undergoing training for a pilot certificate or rating
- (f) **Logging second-in-command time. A person may log second-in-command flight time only for that flight time during which that person:**
- (1) Is qualified in accordance with the second-in-command requirements of Sec. 61.55 of this part, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
 - (2) Holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.
- (g) **Logging instrument flight time.** (1) A person may log instrument time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.
- (2) An authorized instructor may log instrument time when conducting instrument flight instruction in actual instrument flight conditions.
- (3) For the purposes of logging instrument time to meet the recent instrument experience requirements of Sec. 61.57(c) of this part, the following information must be recorded in the person's logbook--
- (i) The location and type of each instrument approach accomplished; and
 - (ii) The name of the safety pilot, if required.
- (4) A flight simulator or flight training device may be used by a person to log instrument flight time, provided an authorized instructor is present during the simulated flight.
- (h) **Logging training time.** (1) A person may log training time when that person receives training from an authorized instructor in an aircraft, flight simulator, or flight training device.
- (2) The training time must be logged in a logbook and must:
- (i) Be endorsed in a legible manner by the authorized instructor; and
 - (ii) Include a description of the training given, the length of the training lesson, and the instructor's authorized signature, certificate number, and certificate expiration date.
- (i) **Presentation of required documents.**
- (1) Persons must present their pilot certificate, medical certificate, logbook, or any other record required by this part for inspection upon a reasonable request by--
- (i) The Administrator;
 - (ii) An authorized representative from the National Transportation Safety Board; or
 - (iii) Any Federal, State, or local law enforcement officer.
- (2) A student pilot must carry the following items in the aircraft on all solo cross-country flights as evidence of the required authorized instructor clearances and endorsements--
- (i) Pilot logbook;
 - (ii) Student pilot certificate; and
 - (iii) Any other record required by this section.
- [(3) A sport pilot must carry his or her logbook or other evidence of required authorized

instructor endorsements on all flights.]

(4) A recreational pilot must carry his or her logbook with the required authorized instructor endorsements on all solo flights--

(i) That exceed 50 nautical miles from the airport at which training was received;

(ii) Within airspace that requires communication with air traffic control;

(iii) Conducted between sunset and sunrise; or

(iv) In an aircraft for which the pilot does not hold an appropriate category or class rating.

[(5) A flight instructor with a sport pilot rating must carry his or her logbook or other evidence of required authorized instructor endorsements on all flights when providing flight training.]