

## **ECAR 121 Sub. N- Pilot Experience and Training Standards**

**GENERAL:** The following outline is intended to clarify the six categories of training used by operators and defined in Part 121, Subpart N. This clarification is intended to both define the type of training and describe for the Operator when each category of training is applicable.

**APPLICABILITY OF TRAINING CATEGORIES:** Usually, operators will need to conduct training in all six categories of training. Recurrent training applies to all operators. Initial equipment training, transition training, upgrade training, and requalification training apply in most situations. However, transition training is not applicable for an operator who operates only one aircraft type. Initial new hire training applies to operators who train and qualify newly hired personnel or personnel who have not been previously qualified as a crewmember by that operator.

**CATEGORIES OF TRAINING:** There are six basic categories of training applicable to Part 121 operators. The primary factors which determine the appropriate category of training are the student's previous experience with the operator and previous duty position. Each category of training consists of one or more curriculums, each one of which is specific to an aircraft type and a duty position (for example: A-320 SIC, and A-320 PIC). Training should be identified with and organized according to specific categories of training. When discussing training requirements, ECAA inspectors should be specific regarding the category of training being discussed and use the same references as are stated in Part 121 Subpart N. Inspectors should encourage operators to use this nomenclature when developing new training curriculums or revising existing training curriculums. Use of this common nomenclature improves standardization and mutual understanding. The six categories of training are briefly discussed in the following subparagraphs:

**A. Initial New Hire Training:** This training category is for personnel who have not had previous experience with the operator (newly hired personnel). It also applies, however, to personnel employed by the operator who have not previously held a cockpit crewmember duty position with that operator. Initial new hire training includes basic indoctrination training and training for a specific duty position and aircraft type. Except for a basic indoctrination curriculum segment, the regulatory requirements for "initial new hire" and "initial equipment" training are the same. Since initial new hire training is usually the employee's first exposure to specific company methods, systems, and procedures, it must be the most comprehensive of the six categories of training. For this reason, initial new hire training is a distinct separate category of training and should not be confused with initial equipment training. Initial equipment training is a separate category of training.

**B. Initial Equipment Training (PIC and SIC):** This category of training is for personnel who have been previously trained and qualified for a duty position by the operator (not new hires) and who are being reassigned for any of the following reasons:

- (a) Reassignment is to any duty position on an airplane of a different group (Group IIIP is reciprocating and turbo propeller powered and Group IIIJ is turbojet powered).
- (b) Reassignment is to a different duty position on a different airplane type when the cockpit crewmember has not been previously trained and qualified by the operator for that duty position and airplane type.

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**C. Transition Training:** This category of training is for an employee who has been previously trained and qualified for a specific duty position by the operator and who is being assigned to the same duty position on a different aircraft type and the different type aircraft must be in the same group. If it is not in the same group, initial equipment training is the applicable category of training.

**D. Upgrade Training:** This category of training is for an employee who has been previously trained and qualified as SIC or PIC (not eligible for requalification training) by the operator and is being assigned as PIC to the same aircraft type for which the employee was previously trained and qualified as SIC or PIC on the same type.

**E. Recurrent Training:** This category of training is for an employee who has been trained and qualified by the operator, who will continue to serve in the same duty position and aircraft type, and who must receive recurring training and/or checking within an appropriate eligibility period to maintain currency.

**F. Requalification Training:** This category of training is for an employee who has been trained and qualified by the operator, but has become unqualified to serve in a particular duty position and/or aircraft due to not having received recurrent training and/or a required flight or competency check within the appropriate eligibility period. Requalification training is also applicable in the following situations:

- (a) Pilots in Command who are being reassigned as SICs on the same aircraft type when seat dependent training is required
- (b) Pilots in Command and First Officers or second in command who are being reassigned as Flight Engineers on the same aircraft type, provided they were previously qualified as Flight Engineers on that aircraft type

**G. Summary of Categories of Training:** The categories of training are summarized in general terms as follows:

- (a) All personnel not previously employed by the operator must complete initial new hire training.
- (b) All personnel must complete recurrent training for the duty position and aircraft type for which they are currently assigned within the appropriate eligibility period.
- (c) All personnel who have become unqualified for a duty position on an aircraft type with the operator must complete requalification training to reestablish qualification for that duty position and aircraft type.
- (d) All personnel who are being assigned by the operator to a different duty position and/or aircraft type must complete either initial equipment, transition, upgrade, or requalification training depending on the aircraft type and duty position for which they were previously qualified.

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**Experience Pre-Requisites**

<i>ECAR Part 121.400 Groups of aircraft</i>	<i>Requirements For</i>	Upgrade	<i>Initial New Equipment</i>		<i>Initial New Hire</i>	
			<i>SIC</i>	<i>PIC</i>	<i>SIC</i>	<i>PIC</i>
<i>(A) 121 - Air Taxi. Not exceed 5700 kg's</i>						
<b>Group (I):</b>						
<ul style="list-style-type: none"> <li>• <b>Single Engine Airplane</b></li> </ul>	<b>Total flight experience include;</b> 1.Flight experience on aero plane group. 2.Flight experience on aero plane type.	1000 300 100	200 - -	1000 300 -	200 - -	1000 300 -
<b>Group (II) :</b>						
<ul style="list-style-type: none"> <li>• <b>Multi -Engines Airplane</b></li> </ul>	<b>Total flight experience include;</b> 1.Flight experience on aero plane group. 2.Flight experience on aero plane type.	1500 500 100	200 - -	1500 500 -	200 - -	1500 500 -
<i>(B) 121 - Air Carriers &amp; Air Taxi</i>						
<b>Group (IIIP) : Exceeds 5700 keg's</b>						
<ul style="list-style-type: none"> <li>• <b>Reciprocating power</b></li> </ul>	<b>Total flight experience include;</b> 1.Flight experience on aero plane group. 2.Flight experience on aero plane type.	3000 750 100	200 - -	3000 750 100	200 - 100	3000 750 100
<ul style="list-style-type: none"> <li>• <b>Turbo propeller powered</b></li> </ul>	<b>Total flight experience include;</b> 1.Flight experience on aero plane group. 2.Flight experience on aero plane type.	4000 1000 100	400 - 100	4000 1000 100	400 - 100	4000 1000 100
<b>Group (IIIJ) : Exceeds 5700 keg's</b>						
<ul style="list-style-type: none"> <li>• <b>Turbo &amp; Jet Powered</b></li> </ul>	<b>Total flight experience include;</b> 1.Flight experience on jet airplane*. *(Air force single or twin engines jet (fighter) powered aircraft only 50% of that time will be included) 2.Flight experience on commercial air transport airplane type . 3.flight experience on airplane type	4000 1500* - 500 100	400 - - - 100	4000 1500* - - 100	400 - - - 100	4000 1500* 500 - 100
<i>(C) 121 – Air Carriers &amp; Air Taxi Helicopter</i>						
	<b>Total flight experience include;</b> 1. Flight experience on aircraft category. 2.Flight experience on aircraft type.	1000 300 100	150 - -	1000 300 100	150 - -	1000 300 100

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**Two Pilots Flight Training Minimum Requirements**

<i>ECAR Part 121.400 Groups of aircraft</i>	Upgrade SIC to PIC	Transition		<i>Initial New Equipment</i>		<i>Initial New Hire</i>	
		<i>SIC</i>	<i>PIC</i>	<i>SIC</i>	<i>PIC</i>	<i>SIC</i>	<i>PIC</i>
<i>(A) 121 - Air Taxi. Not exceed 5700 kg's</i>							
<b>Group (I): Single Engine</b>	2	4	4	4	4	8	8
<b>Group (I) &amp; (II): VFR only</b>	4	4	4	4	4	4	4
<b>Group (II) &amp; (II): IFR/VFR</b>	4	8	8	12	12	16	16
<i>(B) 121 - Air Carriers &amp; Air Taxi</i>							
<b>Group (IIP) : Exceeds 5700 kg</b>							
• <b>Reciprocating power</b>	12	20	20	20	20	24	24
• <b>Turbo propeller powered</b>	12	20	20	20	20	24	24
<b>Group (IIIJ) : Turbo– Jet Powered</b>	12	24	24	24	24	28	28
<i>(C) 121 – Air Carriers &amp; Air Taxi Helicopter</i>							
• <b>VFR only</b>	4	4	4	4	4	4	4
• <b>IFR/VFR</b>	4	8	8	12	12	16	16

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**One Pilot Flight Training Minimum Requirements**

<i>ECAR Part 121.400 Groups of aircraft</i>	Upgrade SIC to PIC	Transition		<i>Initial New Equipment</i>		<i>Initial New Hire</i>	
		<i>SIC</i>	<i>PIC</i>	<i>SIC</i>	<i>PIC</i>	<i>SIC</i>	<i>PIC</i>
<i>(A) 121 - Air Taxi. Not exceed 5700 kg's</i>							
<b>Group (I): Single Engine</b>	4	4	4	4	4	6	6
<b>Group (I) &amp; (II): VFR only</b>	2	3	3	3	3	4	4
<b>Group (II) &amp; (II): IFR/VFR</b>	4	6	6	6	6	8	8
<i>(B) 121 - Air Carriers &amp; Air Taxi</i>							
<b>Group (IIP) : Exceeds 5700 kg</b>							
• <b>Reciprocating power</b>	6	12	12	14	14	14	14
• <b>Turbo propeller powered</b>	6	12	12	15	15	15	15
<b>Group (IIIJ) : Turbo- Jet Powered</b>	6	12	12	16	20	16	20
<i>(C) 121 – Air Carriers &amp; Air Taxi Helicopter</i>							
• <b>VFR only</b>	2	3	3	3	3	4	4
• <b>IFR/VFR</b>	4	6	6	8	8	10	10

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**Pilots Ground Training Minimum Requirements**

<i>ECAR Part 121.400 Groups of aircraft</i>	Upgrade SIC to PIC	Transition	<i>Initial New Equipment</i>	<i>Initial New Hire</i>
<i>(A) 121 - Air Taxi. Not exceed 5700 kg's</i>				
<b>Group (I): Single Engine</b>	4	16	16	20+ 40 B.I.
<b>Group (II): IFR/VFR</b>	8	24	24	32+40 B.I.
<i>(B) 121 - Air Carriers &amp; Air Taxi</i>				
<b>Group (III) : Exceeds 5700 kg</b>				
• <b>Reciprocating power</b>	16	56	56	64+40 B.I.
• <b>Turbo propeller powered</b>	16	64	64	80+40 B.I.
<b>Group (IIIJ) : Turbo- Jet Powered</b>	24	80	80	80+40 B.I.
<i>(C) 121 - Air Carriers &amp; Air Taxi Helicopter</i>				
• <b>VFR only</b>	4	20	20	24+40 B.I.
• <b>IFR/VFR</b>	8	24	24	32+40 B.I.

**Note:** B.I. means Basic Indoctrination