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Regulation No. SR-394A

UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

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Effective: May 25, 1954
Adopted: May 19, 1954

SPECIAL CIVIL AIR REGULATION

PILOT FLIGHT TIME LIMITATIONS; PAN AMERICAN-GRACE AIRWAYS, INC.

Section 41.54 (a) of Part 41 of the Civil Air Regulations currently provides that in aircraft having a crew of one or two pilots a pilot may be scheduled to fly 8 hours or less during any 24 consecutive hours without a rest period; that if he is scheduled to fly in excess of 8 hours during any 24 consecutive hours, he must be given an intervening rest period at or before the termination of 8 scheduled hours of flight duty; and that this rest period must equal at least twice the number of hours flown since the last preceding rest period, and in no case will such rest period be less than 8 hours. Section 41.54 (b) currently provides that when a pilot has flown in excess of 8 hours during any 24 consecutive hours he must receive at least 18 hours of rest before being assigned any duty with the air carrier.

Pan American-Grace Airways, Inc., (Panagra) schedules a one-day flight from Santa Cruz to Puerto Suarez and return, which is the last leg of scheduled operations connecting, among others, the cities of La Paz, Bolivia, and Lima, Peru. These flights are made under the flight time limitations of § 41.54.

It appears desirable to overnight crew members at Santa Cruz, Bolivia, because of the more satisfactory accommodations at that location. Other points along the route which would be available are at unusually high elevations at which proper accommodations, including wholesome food and water, and facilities for recreation are generally unavailable. However, if crew members remain overnight at Santa Cruz, Bolivia, the present regulation requires rest periods which interfere with advantageous scheduling of flights departing from Santa Cruz. If the departure time of the Santa Cruz-Puerto Suarez-Santa Cruz flight is changed to a later time to allow the rest period required by the regulation, it would bring the flight back to Santa Cruz only 40 minutes before sunset in the short season. Since airports along this route are not regularly lighted for night operation this is considered an inadequate margin for safety. To advance the departure time of the flight from Lima is

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considered undesirable for it would in effect deprive the public en route to Bolivia of the one-day connecting service from the United States. It further appears that the trips on the route segment to and from Lima, Santa Cruz, and Puerto Suarez are generally conducted under VFR conditions and light airway traffic so that there is less strain on the pilots than usually occurs under IFR conditions and the attendant holding procedures. In addition, the facilities for the housing of crew members at Santa Cruz are located at the airport so that a pilot need not spend appreciable time in travel between the airport and the rest facilities.

Because of this, Special Civil Air Regulation No. SR-394 was adopted on May 25, 1953, permitting a waiver of § 41.54 as applied to these flights for one year. Since the conditions leading to the promulgation of SR-394 still exist and since there have been no complaints of abuse under this regulation, the provisions of SR-394 are being extended for three years. At that time, this matter will be reviewed.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. Since this regulation imposes no additional burden on any person, it may be made effective on less than thirty days notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective May 25, 1954:

Contrary provisions of § 41.54 of Part 41 of the Civil Air Regulations notwithstanding, Pan American-Grace Airways, Inc., is authorized to utilize pilots to fly on the overall flight from Lima, Peru-Santa Cruz, Bolivia-Puerto Suarez, Bolivia, and return with a minimum of 12 hours actual rest at Santa Cruz after the Lima-Santa Cruz leg of the flight and with a minimum of 12 hours actual rest at Santa Cruz after the Puerto Suarez-Santa Cruz leg of the flight.

This regulation supersedes Special Civil Air Regulation SR-394 and shall terminate on May 24, 1957, providing that there is no major change in the conditions under which the regulation is adopted, unless sooner superseded or rescinded by the Board.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U.S.C. 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)