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

Civil Air Regulations Amendment 40-13
Effective: September 24, 1958
Adopted: September 16, 1958

SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

PILOT ROUTE AND AIRPORT QUALIFICATION REQUIREMENTS

Section 40.303 of Part 40 of the Civil Air Regulations requires, in part, that each pilot in command in qualifying over a route shall make an entry into each regular, provisional, and refueling airport into which he is scheduled to fly. Section 40.304 governs the maintenance and re-establishment of route qualifications and requires compliance under certain circumstances with the provisions of § 40.303 by the pilot in command.

On January 20, 1955, the Bureau of Safety circulated Civil Air Regulations Draft Release No. 55-3 (20 F.R. 550) which dealt with the over-all problem of pilot airport and route qualification. Attention was drawn to the development of motion picture panoramic views of airports and their environs which showed excellent promise of providing an effective means for attaining pilot airport qualification in lieu of actual entry. An objective in this proposal was to amend the regulations in a manner that would encourage further research and development of the visual training aids programs by various commercial sources and at the same time provide more acceptable airport qualification rules for use in the meantime. Furthermore, it seemed appropriate to permit methods of airport qualification other than physical entry, provided that such alternative methods had the approval of the Administrator.

Following circulation of Draft Release 55-3 for comment, the Board promulgated a series of Special Civil Air Regulations (SR-413, SR-414, SR-418, and SR-418A) to permit the controlled introduction of new techniques in airport and route qualification. These techniques included the use of pictorial means within the training program which would enable pilots to qualify at specified airports by using color motion pictures or slides showing clear daylight views of the complete physical layouts of the airports, surrounding terrain, obstructions, approaches to all runways, restricted areas, and conspicuous reference points that are of value to pilots. Under these special regulations air carriers were also authorized to conduct operations at an airport in close proximity to an airport into which pilots were qualified when the Administrator found that such pilots were adequately qualified at the new airport. In making such findings, the Administrator took into consideration such things as the familiarity of the pilots with the layout, surrounding terrain, location of obstacles, and instrument approach and traffic control procedures at the new airport. In addition, under SR-418 and SR-418A, a pilot was expressly permitted to accomplish initial qualification into an airport without being accompanied by a pilot qualified at that airport if such initial entry were made under VFR weather conditions at the particular airport involved.

One of the principal purposes of these special regulations has been to provide sufficient opportunity for evaluation of pictorial means of airport and route qualification by industry and Government alike in order to guide the Board in its final action in amending the Civil Air Regulations. Experience gained under these special regulations up to the time of the adoption of SR-418A indicated that the various procedures provided therein for airport and route qualification, including pictorial means, had been successful. Therefore, the Board stated in the preamble to SR-418A that prior to the termination of that regulation, a proposal to incorporate its substance into Part 40 would be circulated for comment. Accordingly, the Board circulated Draft Release 58-13 to obtain comments as to the continued effectiveness and extent of use of the privileges of SR-418A and any other recommendations with respect to incorporation of the provisions of that regulation in Part 40 of the Civil Air Regulations.

It was proposed to incorporate the provisions of SR-418A into Part 40 with a slight revision of the requirement concerning route qualification on those routes on which navigation must be accomplished by pilotage and on which the flight is to be conducted at or below the level of adjacent terrain. These changes were made in the interest of clarity.

In view of the wide acceptance of this means of qualification and in the absence of any contrary view, the Board believes it desirable to include the substance of the special regulations in Part 40 of the Civil Air Regulations as proposed.

Interested persons have been afforded an opportunity to participate in the making of this amendment (23 F. R. 5356), and due consideration has been given to all relevant matter presented. Since this amendment imposes no additional burden on any person, it may be made effective on less than 30 days' notice.

USCOMM-DC-25253

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 40 of the Civil Air Regulations (14 CFR Part 40, as amended) as follows, effective September 24, 1958.

1. By amending § 40.303 to read as follows:

40.303 Pilot route and airport qualification requirements.

(a) An air carrier shall not utilize a pilot as pilot in command until he has been qualified for the route on which he is to serve in accordance with the provisions of this section and the appropriate instructor or check pilot has so certified.

(b) Each such pilot shall demonstrate adequate knowledge concerning the subjects listed below with respect to each route to be flown. Those portions of the demonstration pertaining to holding procedures and instrument approach procedures may be accomplished in a synthetic trainer which contains the radio equipment and instruments necessary to simulate the navigational and letdown procedures approved for use by the air carrier:

(1) Weather characteristics,

(2) Navigational facilities,

(3) Communication procedures,

(4) Type of en route terrain and obstruction hazards,

(5) Minimum safe flight levels,

(6) Position reporting points,

(7) Holding procedures,

(8) Pertinent traffic control procedures, and

(9) Congested areas, obstructions, physical layout, and all instrument approach procedures for each regular, provisional, and refueling airport approved for the route.

(c) Each such pilot shall make an entry as a member of the flight crew at each regular, provisional, and refueling airport into which he is scheduled to fly. Such entry shall include a landing and take-off. The qualifying pilot shall occupy a seat in the pilot compartment and he shall be accompanied by a pilot who is qualified at the airport.

(d) Such pilot shall not be required to meet the entry requirements of paragraph (c) of this section when:

(1) The initial entry is made under VFR weather conditions at the particular airport involved; or

(2) The air carrier shows that the pilot airport qualification can be accomplished by an approved pictorial means; or

(3) The air carrier notifies the Administrator that it intends to conduct operations at an airport in close proximity to an airport into which the pilot involved is presently qualified by entry, and the Administrator finds that such pilot is adequately qualified at the new airport. The Administrator, in making such finding, shall take into consideration at least the familiarity of the pilot with the layout, surrounding terrain, location of obstacles, and instrument approach and traffic control procedures at the new airport.

(e) On routes or route segments on which navigation must be accomplished by pilotage and on which flight is to be conducted at or below the level of the adjacent terrain which is within a horizontal distance of 25 miles on either side of the center line of the route to be flown, the pilot shall be familiarized with such route or route segments by not less than two one-way trips on the flight deck over the route or route segments under VFR weather conditions to permit the qualifying pilot to observe terrain along the route.

2. By amending § 40.304 (a) by changing the reference "§ 40.303 (d)" to read "§ 40.303 (e)".

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 609, 52 Stat. 1007, 1010, 1011, as amended; 49 U.S.C. 551, 554, 559)

By the Civil Aeronautics Board:

/s/ Mabel McCart

Mabel McCart
Acting Secretary

(SEAL)

Part 40 last printed December 31, 1955.