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UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D. C.

Civil Air Regulations Amendment 41-26
Effective: October 29, 1959
Issued: September 24, 1959

PART 41 — CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

Frequency of Pilot Proficiency and Line Checks

Part 41 of the Civil Air Regulations presently requires each pilot in command to successfully pass a technique check (proficiency check) at least twice each year at intervals of not less than 4 months.

Parts 40, 41, 42, and 46 specify the time interval between pilot proficiency checks differently which has resulted in varying interpretations as to requirements and administrative practices. Since no difference is intended between air carrier operations in this respect, all of the air carrier parts are being amended to make the frequency requirement of pilot proficiency checks the same.

In addition, Part 41 requires the pilot in command to pass a route competency check (line check) twice each year, whereas only one such check is required for domestic operations. Experience has shown that only one line check is necessary, hence Part 41 is being amended to delete one line check each year.

Since this regulatory action imposes no additional burden upon any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 41 of the Civil Air Regulations (14 CFR Part 41) is hereby amended as follows to become effective October 29, 1959:

1. In § 41.53 paragraphs (a) and (b) are amended to read as follows:

§ 41.53 Periodic flight checks and instruction.

(a) Each air carrier must provide a sufficient number of check pilots to insure that each pilot in command employed continues to meet the minimum requirements both with regard to route competency and technique.

(1) With respect to route competency, prior to serving as pilot in command, and at least once each 12 months thereafter, a pilot shall satisfactorily pass a line check in one of the types of airplanes normally to be flown by him. This check shall be given by a check pilot who is qualified for the route. It shall consist of at least a scheduled flight over a typical portion of the air carrier's routes to which the pilot is normally assigned, and shall be of sufficient duration for the check pilot to determine whether the individual being checked satisfactorily exercises the duties and responsibilities of pilot in command.

(2) With respect to technique, an air carrier shall not utilize a pilot as pilot in command until he has satisfactorily demonstrated to a check pilot or a representative of the Administrator his ability to pilot and navigate airplanes to be flown by him. Thereafter, he shall not serve as pilot in command unless each 6 months he successfully completes a similar pilot proficiency check. The proficiency check may be given at any time during the month preceding or following the month in which it becomes due. The effective date of the check, if given within the preceding or following month, shall be the same as if given within the month in which it became due. Where such pilots serve in more than one airplane type, at least every other successive proficiency check shall be given in flight in the larger airplane type.

(3) Periodic instruction must be given all pilots. In the case of pilots in command, instruction must include the obtaining of optimum performance under simulated maximum authorized weight conditions with one engine inoperative and instrument approach procedures and landings under the same conditions in the type aircraft in which such pilots serve in scheduled air transportation: *Provided*, That subsequent to the initial check and instruction, actual simulated maximum authorized weight on takeoff shall not be required.

(4) In the case of all pilots other than pilots in command, instruction must include familiarization with the Operations Manual, with the types of equipment used, and with the duties of a second in command.

(b) Subsequent to the initial pilot proficiency check, an approved course of training in an aircraft simulator, if satisfactorily completed, may be substituted at alternate 6-month intervals for the proficiency check required by paragraph (a) of this section. The air carrier shall show that the flight characteristics, performance, instrument reaction, and control loadings of the applicable aircraft are accurately simulated in the aircraft simulator through all ranges of normal and emergency operations in accordance with subparagraphs (1) through (7) of this paragraph.

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(Secs. 313(a), 601, 604, 72 Stat. 752, 778, 49 U.S.C. 1354(a), 1424)

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E. R. QUESADA,
Administrator.

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