FEDERAL AVIATION AGENCY
BUREAU OF FLIGHT STANDARDS
WASHINGTON 25, D. C.

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 60-7

SUBJECT: IFR Landing Minimums for Pilots with Less than 100 Hours as Pilot in Command in a Particular Type of Airplane

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The Bureau of Flight Standards of the Federal Aviation Agency has under consideration amendments to Parts 40, 41, and 42 of the Civil Air Regulations. The reasons therefor are set forth in the explanatory statement of the attached proposal which is being published in the Federal Register as a notice of proposed rule making.

The Bureau of Flight Standards desires that all persons who will be affected by the requirements of this proposal be fully informed as to its effect upon them and is therefore circulating copies in order to afford interested persons ample opportunity to submit comments as they may desire.

Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each reply. However, you may be assured that all comment will be given careful consideration.

It should be noted that comments must be submitted in duplicate to the Docket Section of the Federal Aviation Agency, and in order to insure consideration must be received by June 20, 1960.

Oscar Bakke

Oscar Bakke, Director
Bureau of Flight Standards

these limitations concerns higher landing minimums for a pilot who has not served 100 hours as pilot in command in scheduled air carrier operations in the particular type of aircraft. This limitation reads as follows:

> IFR Landing Minimums for Pilots With Less Than 100 Hours as Pilot in Command in a Particular Type of Aircraft.
>
> The ceiling and visibility minimums prescribed in these Operations Specifications for regular, provisional, or refueling airports shall be increased by 100-1/2 whenever the pilot in command has not served 100 hours as pilot in command in scheduled air carrier operations in the particular type of aircraft being operated by him, or until such time as the pilot in command is certified for the aircraft by a company check pilot as being qualified to operate at the landing minimums prescribed in the Forms ACA-511. The ceiling and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport. The sliding scale shall not be applied.

This limitation has not been included in the operations specifications for air carriers operating under Part 42.

Under the limitations quoted above, a pilot in command may be permitted to operate at the lower IFR landing minimums before he has served 100 hours in a particular type of airplane in air carrier operations if a company check pilot certifies that he is so qualified. Investigation of this practice among air carrier operators indicates wide variation in the procedures used to determine qualifications of the pilot in command in the new type of airplane and in the amount of experience he has received before certification for the lower minimums.

The Federal Aviation Agency believes that, in the interest of safety, all pilots in command should be required to use the higher IFR landing minimums presently prescribed in the operations specifications until they obtain the full 100 hours of air carrier experience in the particular

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[14 CFR Parts 40, 41, 42]

[Regulatory Docket No. 349 ; Draft Release No. 60-7]

NOTICE OF PROPOSED RULE MAKING

IFR Landing Minimums for Pilots With Less Than 100 Hours as Pilot in Command in a Particular Type of Airplane

Pursuant to the authority delegated to me by the Administrator (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Parts 40, 41, and 42 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue, N. W., Washington 25, D. C. All communications received by June 20, 1960, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comment received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed date for return of comments has expired.

Under present operating procedures certain airport authorizations and limitations are set forth in the scheduled air carrier operations specifications issued by the Administrator pursuant to the authority contained in §§ 40.19 and 41.1, of the Civil Air Regulations. One of

type of airplane. The experience gained by a pilot in command operating at the higher minimum provides for a reasonable period of adjustment to the new equipment, and ensures a high degree of aircraft familiarity which is an important safety factor in establishing the lowest landing minimums for a particular type of airplane at a given airport. In view of the foregoing, the "write-off" privileges of the operations specifications are not included in the proposed rule. It is further believed that this requirement should be a uniform standard applicable to the air carriers conducting their operations under Parts 40, 41 and 42 of the Civil Air Regulations.

Since the proposed regulation is a uniform standard, it is considered appropriate to place the requirement in the Civil Air Regulations rather than in the individual air carrier operations specifications.

In consideration of the foregoing, it is proposed to amend Parts 40, 41, and 42 of the Civil Air Regulations as follows:

1. By adding a new paragraph (e) to § 40.406 to read as follows:

40.406 Take-off and landing weather minimums; IFR. * * *

(e) The ceiling and visibility landing minimums prescribed for regular, provisional, or refueling airports for a particular type airplane shall be increased by 100 feet ceiling and ½ mile visibility whenever the pilot in command has not served 100 hours as pilot in command in air carrier operations in the particular type of airplane being operated by him. The ceiling and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport. The sliding scale authorized in the air carrier's operations specifications shall not be used until the pilot in command has served 100 hours as pilot in command in air carrier operations in the particular type of airplane being operated by him.

2. By adding new paragraphs to § 41.119 and § 42.55 to read similar to that proposed in paragraph 1 above.

These amendments are proposed under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958, (72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424).

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Director,
Bureau of Flight Standards

Issued in Washington, D. C., on April 18, 1960.

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