Affects Part-41
Distribution: General

Regulations
Serial Number SR-380

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

CAA Library

Effective: March 31, 1952
Adopted: March 31, 1952

SPECIAL CIVIL AIR REGULATION

PILOT FLIGHT TIME LIMITATIONS—REEVE ALEUTIAN AIRWAYS, INC.

Reeve Aleutian Airways, Inc. (RAA), has filed a request for the extension of the authority granted by Special Civil Air Regulation SR-362 which authorizes RAA to deviate from the flight time limitations of paragraph (a) of § 41.54 of the Civil Air Regulations over its route between Anchorage and Adak, Alaska. Special Regulation SR-362, which expires April 1, 1952, presently contains such authorization. RAA has been operating in accordance with this special regulation since June 1951 and has informed the Board that it is well suited to its operations. The factors which caused the Board to adopt the regulation initially are unchanged, and the CAA has recommended that it be extended.

The Board recognizes that operating conditions in Alaska differ in certain material respects from those in the continental United States. Accordingly this regulation allows a certain amount of flexibility from the pilot flight time limitations of Part 41 with certain safeguards to insure a high degree of safety.

This regulation waives the requirements of § 41.54 (a) to permit RAA to schedule 2 pilots accompanied by a certificated A & E mechanic to fly, without a rest period, not more than 8 hours and 30 minutes between Anchorage and Adak during any 24 consecutive hours. If a pilot is scheduled to fly in excess of 8 hours and 30 minutes during any 24 consecutive hours, he must be given an intervening rest period at or before the termination of 8 hours and 30 minutes of such flight duty. This rest period must comply with the requirements of § 41.54 (a) and, where a pilot has flown in excess of 8 hours and 30 minutes, with the requirements of § 41.54 (b).

It is further provided that a certificated A & E mechanic, to be eligible for flight duty in these operations, must meet certain knowledge and skill requirements appropriate to the aircraft flown. The Administrator must examine each such applicant with respect to (1) his knowledge of aircraft performance, aircraft engine operation, and their limitations, mathematical computations of engine and fuel consumption, including an understanding of basic meteorology as it affects engine operations, and mathematical computations pertaining to aircraft loading and center of gravity, and (2) his skill in recognizing and remedying the malfunctioning of aircraft, aircraft engines, propellers, and appliances, and performing emergency duties and procedures relating to aircraft engines, propellers, and appliances.

RAA is presently operating under a temporary certificate of public convenience and necessity which expires April 9, 1953. Therefore, although this regulation is being extended for a period of 3 years, it will terminate upon the expiration of RAA's economic operating authority should it not be renewed or should it be significantly changed.

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 without prior notice.

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

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1. Notwithstanding the provisions of paragraph (a) of § 41.54 of the Civil Air Regulations, Reeve Aleutian Airways, Inc. (RAA) is authorized to schedule a pilot for flight duty between Anchorage and Adak, Alaska, 8 hours and 30 minutes or less during any 24 consecutive hours, without a rest period during such 8 hours and 30 minutes. If a pilot is scheduled for such flight duty in excess of 8 hours and 30 minutes during any 24 consecutive hours, he shall be given an intervening rest period at or before the termination of 8 hours and 30 minutes of his scheduled flight duty. This rest period must comply with the requirements of § 41.54 (a) and, where a pilot has flown in excess of 8 hours and 30 minutes, with the requirements of § 41.54 (b). On these flights the crew shall consist of 2 pilots and a certificated A & E mechanic approved by the Administrator for this duty.

2. The Administrator shall examine each certificated A & E mechanic applying for this duty in respect to his special knowledge and skill appropriate to the aircraft used by RAA in operations over this route before certifying to his competency. The results of this examination shall be a permanent part of RAA's company records.

(a) The knowledge requirements for each applicant shall include the following subjects: aircraft performance, aircraft engine operation, and their limitations; mathematical computations of aircraft engine operation and fuel consumption, together with basic meteorology as it affects aircraft engine operations; and mathematical computations pertaining to aircraft loading and center of gravity.

(b) The skill requirements for each applicant shall include the following abilities: recognition and repair of malfunctioning aircraft, aircraft engines, propellers, and appliances; and performance of emergency duties and procedures in respect of aircraft engines, propellers and appliances.

3. This regulation shall supersede Special Civil Air Regulation Serial Number SR-362 and shall terminate on April 1, 1955, or upon the termination of or major change to the economic operating authority of Reeve Aleutian Airways, Inc., whichever shall first occur, 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, 602, 604, 52 Stat. 1007, 1008, 1010; 49 U.S.C. 551, 552, 554; 62 Stat. 1216.]

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(S E A L)

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