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

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Civil Air Regulations Amendment 42- 18
Effective: August 17, 1953
Adopted: August 17, 1953

PILOT TRAINING AND CHECK PROGRAM

On April 17, 1952, the Board adopted as an emergency regulation Amendment 42-11 which provides for the establishment of pilot training and check programs by air carriers operating under Part 42 of the Civil Air Regulations. The reasons for that emergency action are discussed in the explanatory statement of Amendment 42-11. Notice of proposed rule making was given concurrently with the adoption of the regulation, and the Board indicated that the emergency amendment did not represent a determination based upon all the facts and circumstances which might arise before final consideration of the provisions contained therein. This amendment constitutes final action by the Board after consideration of comment received in response to the notice of proposed rule making.

Only two changes are being made by this final action on the provisions adopted in Amendment 42-11. First, the Board considers that the objective of periodic pilot examinations may be met where stability of pilot employment and continuous participation in the air carrier's training program are present. In order to provide an alternative means of assuring that the objective of this provision is being met, § 42.45 (b) is changed to provide that the written examination be required for initial qualification of the pilot and that the pilot either accomplish such examination each six months or have been in the continuous employ of the air carrier and continuously participating in its training program for at least six months.

The second change is an interpretive change of the last sentence of § 42.44 (a) (3) to clarify that the instrument checks required by this subparagraph are to be given on an aircraft of a type on which the pilot in command is to serve.

Interested persons have been afforded an opportunity to participate in the making of this amendment, 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 without prior notice.

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In consideration of the foregoing the Civil Aeronautics Board hereby takes final action with regard to the provisions adopted by Amendment 42-11 by amending Part 42 of the Civil Air Regulations (14 CFR, Part 42, as amended) effective immediately:

1. By amending § 42.40 to read as follows:

42.40 Airman requirements.

(a) No air carrier shall utilize an individual as an airman unless he has met the appropriate requirements of the Civil Air Regulations.

(b) Each air carrier operating large aircraft shall designate a chief pilot who shall be responsible for seeing that no individual is assigned as a pilot unless he has met the appropriate requirements of the Civil Air Regulations.

2. By amending § 42.44 (a) to read as follows:

42.44 Recent flight experience requirements for flight crew members.

* * *

(a) Pilots.

(1) Within the preceding 90 days a pilot shall have made at least 3 take-offs and landings in an aircraft of the same type on which he is to serve. For night flight one of the take-offs and landings required above shall have been made at night.

(2) Within the preceding 6 months a pilot on large aircraft shall have successfully accomplished an equipment check on aircraft of the type on which he is to serve. Such equipment check shall be given by an authorized representative of the Administrator or a check pilot of the air carrier.

(3) Within the preceding 6 months the pilot in command on any large aircraft, or on any aircraft under IFR conditions, shall have sucessfully accomplished an instrument check demonstrating his ability to pilot and navigate by instruments, to accomplish a standard instrument approach using radio range facilities, and to accomplish an instrument approach in accordance with ILS, GCA, or D/F procedures when such facilities are to be used. This instrument check shall be given by an authorized representative of the Administrator or a check pilot of the air carrier, on an aircraft of a type on which the pilot in command is to serve.

3. By amending § 42.45 to read as follows:

42.45 Proficiency of crew members serving on large aircraft. Each air carrier shall establish a training program sufficient to ensure that each crew member used by the air carrier is adequately trained and maintains adequate proficiency to perform the duties to which he is to be assigned.

(a) The training program shall consist of appropriate ground and flight training, including all subjects contained in the Operations Manual. Procedures for each crew function shall be standardized to the extent that each flight crew member will know the functions for which he is responsible.

(b) No air carrier shall initially assign an individual as a pilot unless he has satisfactorily accomplished a written examination by the carrier to ensure his familiarity with the contents of the Operations Manual and with all types of instrument approach and navigational facilities and procedures to be used. Thereafter, a pilot shall not be utilized by an air carrier unless during the preceding six months:

(1) He has satisfactorily accomplished such written examination, or

(2) He has been in the continuous employ of the air carrier and continuously participating in the training program of the air carrier.

(c) Each air carrier shall provide a sufficient number of check pilots to be able through its own personnel to give each pilot the checks necessary to comply with the requirements of § 42.44 (a). Check pilots shall make written reports of all pilot deficiencies disclosed by checks, and the carrier shall make provision for such additional pilot training as may be required in each particular case.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 1005, 52 Stat. 1007, 1010, 1023; 49 U.S.C. 551, 554, 645; 62 Stat. 1216)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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