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

Civil Air Regulations Amendment 42-32
Effective: May 23, 1961
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[Reg. Docket No. 349; Amdt. 42-32]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

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

The Federal Aviation Agency published as a notice of proposed rule making (25 F.R. 3554) and circulated as Civil Air Regulations Draft Release No. 60-7 on April 18, 1960, a proposal to amend Parts 40, 41, and 42 of the Civil Air Regulations to require that higher landing minimums be made applicable to all pilots in command who have not served 100 hours as pilot in command in air carrier operations in a particular type of airplane.

Standard operating limitations presently contained in the scheduled air carriers' operations specifications require that ceiling and visibility minimums for IFR landings be increased by 100 feet ceiling and ½ mile visibility for those pilots who have not served 100 hours as pilot in command in air carrier operations in a particular type of airplane. All of the irregular air carrier operating certificates do not presently contain similar limitations, but standard operations specifications, which do include such a limitation, have been issued recently for inclusion in their operating certificates. However, as this requirement is applicable to all air carrier and commercial operations involving large aircraft, it is appropriate that it be included in the Civil Air Regulations rather than in the air carriers' operations specifications.

The limitations, which are presently contained in the scheduled air carriers' operations specifications, permit a pilot in command to operate at the lower IFR landing minimums prior to obtaining the required 100 hours experience if a company check pilot certifies that he is qualified to do so. Investigation of the practice among air carriers has revealed wide variations in making the determination that a pilot is qualified for the lower landing minimums prior to his attaining 100 hours as pilot in command in a particular type of airplane. This has resulted in pilots being certified to operate at the lower landing minimums after having attained, in some instances, only a small fraction of the required 100 hours.

While the scheduled air carriers, in commenting on Draft Release 60-7, expressed their belief that the limitations presently contained in the operations specifications are basically sound, the majority of all comments received in response to the draft release indicated concurrence with adoption of a regulation requiring higher IFR landing minimums for pilots who have not acquired a specified amount of experience as pilot in command in a particular type of airplane in air carrier operations. In addition, the majority of comment suggested that in no case should this requirement be subject to reduction at the discretion of a company check pilot.

There were also suggestions made that certain other factors, such as the pilot's previous experience, his overall proficiency, his knowledge of the particular airport, and the number of approaches and landings made in the new type of airplane, should be recognized and substituted for a portion of the required 100 hours. While these suggestions have merit, it is believed that the factors to be considered could become so numerous and difficult to assess in terms of an equivalent number of flight hours, as to diminish the effectiveness of the rule.

The safe execution of an instrument approach to the lowest minimums requires the highest degree of pilot familiarity with the airplane, its controls, instruments, and performance characteristics. One hundred hours of experience in a new type of airplane as pilot in command in air carrier or commercial operations is necessary in order to achieve this degree of familiarity so essential to safe operations at the lowest landing minimums.

The Federal Aviation Agency therefore believes that, in the interest of safety, all pilots in command should use IFR landing ceiling and visibility weather minimums 100 feet higher and ½ mile greater than regularly approved minimums, until they have obtained 100 hours of air carrier or commercial operator pilot-in-command experience in a particular type of airplane.

This amendment is applicable only to large aircraft operated by air carrier and commercial operators in accordance with the provisions of Part 42. Proposed Part 47, if adopted, will govern those small aircraft operations now subject to Part 42. Consideration is being given to including, in Part 47, rules for high performance aircraft similar to those set forth in this amendment.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matters presented.

In consideration of the foregoing, § 42.55 of Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended by adding a new paragraph (c) to read as follows, effective May 23, 1961.

§ 42.55 Weather minimums.

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

(Secs. 313(a), 601, 604, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1424)

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N. E. HALABY,
Administrator.

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