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

Civil Air Regulations Amendment 42-42
Effective: September 17, 1962
Issued: August 10, 1962

[Reg. Docket No. 1039; Amdt. 42-42]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Flight Time Limitations for Flight Engineers on Large Airplanes

The Federal Aviation Agency published as a notice of proposed rule making (27 F.R. 697) and circulated as Civil Air Regulations Draft Release No. 62-1 dated January 17, 1962, a proposal to amend Part 42 of the Civil Air Regulations to specify flight time limitations applicable to flight engineers engaged in other than overseas and international operations. The reasons therefor were set forth fully in the notice of proposed rule making.

The comments received in response to this draft release indicated general concurrence with the proposal to prescribe flight and duty time limitations in Part 42 for flight engineers in addition to those currently prescribed in the air carrier operations specifications for overseas and international operations. In some instances differences of opinion were expressed with respect to the substance of the proposed rules. Some comments recommended the adoption of more stringent rules on duty time while others recommended more liberal allowances for both flight and duty times for particular operations. In addition, numerous other recommendations were made with respect to changing the flight time limitations applicable to air carrier flight crewmembers which transcended the scope of the proposal contained in Draft Release 62-1 and involved substantive changes of such a nature as to generally affect all flight and duty time limitations applicable to all flight crewmembers. The Agency has undertaken a project to review and re-evaluate all of the existing flight and duty time limitations applicable to air carrier flight crewmembers. Accordingly, all comments which were received in response to Draft Release 62-1 which concern matters beyond the scope of the proposal will be fully considered in the course of this re-evaluation.

The draft release made mention of the fact that some carriers may wish to include in the flight crew one or more airmen who are appropriately qualified to serve either as a pilot or as a flight engineer in the course of a flight. The purpose of such statement was solely to prevent any misunderstanding of these rules with regard to the flight time limitations applicable to such airmen. In view of the comments received on this subject, it is reiterated that these rules would not preclude such utilization of an airman as long as the combined total of the scheduled flight deck duty of such airman as a flight engineer and his scheduled flight deck duty as a pilot or other flight crewmember does not exceed the applicable flight time limitations.

Interested persons have been afforded an opportunity to participate in the making of this regulation (27 F.R. 687), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended as follows, effective September 17, 1962:

1. By redesignating § 42.49 as § 42.50.
2. By adding a new § 42.49 to read as follows:

§ 42.49 Flight time limitations for flight engineers on large airplanes.

The flight time limitations prescribed in § 42.48 (a) and (b) shall apply to an airman serving as a flight engineer except that when two or more airmen serve as flight engineers in a flight crew containing three or more pilots, the flight time limitations prescribed in § 42.48 (d) shall apply in lieu of those in § 42.48 (b).

(Secs. 313(a), 601, 604; 72 Stat. 752, 775, 778; 49 U.S.C. 1354, 1421, 1424)

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HAROLD W. GRANT,
Acting Administrator.

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