FEDERAL AVIATION AGENCY
FLIGHT STANDARDS SERVICE
Washington 25, D. C.

January 17, 1962

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 62-1

SUBJECT: Flight Time Limitations for Flight Engineers in Irregular Air Carrier Operations

---

The Flight Standards Service of the Federal Aviation Agency has under consideration amendments to 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 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 Flight Standards Service 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 comments 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 on or before February 23, 1962.

George C. Pratt

Director
Flight Standards Service

FEDERAL AVIATION AGENCY

FLIGHT STANDARDS SERVICE

[14 CFR Part 42]

[Regulatory Docket No. 1039; Draft Release No. 62–1]

IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

NOTICE OF PROPOSED RULE MAKING

Flight Time Limitations for Flight Engineers

Pursuant to the authority delegated to me by the Administrator (14 CFR 405.27), notice is hereby given that there is under consideration a proposal to amend Part 42 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rules 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 C–226, 1711 New York Avenue, N. W., Washington 25, D. C. All communications received on or before February 23, 1962, will be considered by the Administrator before taking action on the proposed rules. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available in the Docket Section for examination by interested persons when the prescribed date for return of comments has expired.

Part 42 of the Civil Air Regulations, unlike Parts 40 and 41, does not contain flight time limitations applicable to flight crewmembers other than pilots. At the time Part 42 was originally developed, operations conducted pursuant to the provisions of that part generally consisted of domestic flights utilizing airplane types which did not require the services of a flight engineer. At a later date, as a result of the development of international irregular air carrier operations, the operations specifications issued to operators conducting operations pursuant to Part 42 were amended to include flight time limitations applicable to all flight crewmembers engaged in overseas and international operations.

The irregular air carriers and commercial operators engaged in domestic operations now operate many large airplanes which require the inclusion of a flight engineer in the flight crew. The Federal Aviation Agency, therefore, considers it essential that the flight time, flight deck duty, duty aloft, and duty time limitations, and the rest requirements, presently applicable to pilots engaged in domestic operations conducted pursuant to Part 42 of the Civil Air Regulations, be made applicable to flight engineers engaged in such operations. The Agency believes that the limitations presently applicable to a flight crew consisting of two pilots should be made applicable to a flight engineer serving in a flight crew containing one flight engineer, and that, when the flight crew contains two or more flight engineers, the limitations presently applicable to a flight crew consisting of four pilots are appropriate.

It is recognized that in some instances an air carrier may wish to include in the flight crew one or more airmen who are appropriately qualified to serve both as a pilot and as a flight engineer. The rules proposed herein would not preclude such utilization of an airman provided that the total of his scheduled flight deck duty as a flight engineer and his scheduled flight deck duty as a pilot does not exceed 8 hours during any 24-hour period.

In consideration of the foregoing, it is proposed to amend Part 42 of the Civil Air Regulations as follows:

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

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 where 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).

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

George C. Price

Director,
Flight Standards Service.

Issued in Washington, D. C., on January 17, 1962.