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

August 31, 1961

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-18

SUBJECT: Flight Crewmember Qualifications; Scheduled Air Carrier Helicopter Operations

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The Flight Standards Service of the Federal Aviation Agency has under consideration amendments of Part 46 of the Civil Air Regulations concerning the recency of experience requirement for pilots and the maintenance of pilot route and helicopter qualifications. 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 comment 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 November 9, 1961.

George C. Prill

Director
Flight Standards Service

FEDERAL AVIATION AGENCY

FLIGHT STANDARDS SERVICE

[14 CFR Part 46]

[Regulatory Docket No. 874; Draft Release No. 61–18]

PART 46—SCHEDULED AIR CARRIER HELICOPTER CERTIFICATION AND OPERATION RULES

NOTICE OF PROPOSED RULE MAKING

Flight Crewmember Qualifications

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 46 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 November 9, 1961, will be considered by the Administrator before taking action upon the proposed rules. The proposals 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 46 of the Civil Air Regulations, which contains the certification and operation rules for scheduled air carrier helicopter operations, was made effective October 1, 1958. Prior to that date, scheduled air carrier helicopter operators were subject to the appropriate regulatory requirements of Parts 40 and 61 and, in addition, to such deviations and operations specifications as were considered necessary by the Administrator of the Civil Aeronautics Administration.

Since their original certification as air carriers in 1947, a great amount of experience has been gained by the helicopter operators and by the FAA/CAA under both the operational requirements in effect prior to October 1, 1958, and under the new Part 46. In this regard, the air carriers contend there are presently two requirements of Part 46 that place an undue burden upon the air carriers and are not necessary in the interest of safety. These concern (1) pilot recent experience, and (2) pilot route and heliport qualifications, and the maintenance of such qualification.

Section 46.301 provides that, "No air carrier shall schedule a pilot to serve as such in scheduled air transportation unless within the preceding 30 days he has made at least 3 takeoffs and 3 landings in the helicopter of the particular type on which he is to serve, 2 landings of which shall have been made from approaches with simulated one engine inoperative; and, if he is scheduled to serve in such transportation at night, at least one of these landings shall have been made at night." This pilot 30-day recency of experience requirement, which became effective with Part 46, affects both the pilot in command and the second in command, and stresses the need for continued competence on one-engine-inoperative landings; also under nighttime conditions if such pilots are scheduled to serve in air transportation at night.

In the operation of helicopters, pilots in scheduled transportation experience about 500 takeoffs and landings per month, as compared to fixed-wing operations under Part 40, in which pilots may experience only a very few takeoffs and landings per month. The experience thus gained in executing this tremendous number of takeoffs and landings subjects the helicopter pilots to a wide variation of operational problems. Consequently, the pilots are highly skilled in takeoff and landing technique. In this regard, it is believed that scheduled air carrier helicopter pilots with this large background of takeoff and landing experience will not lose their skill or technique in landings and takeoffs within intervals as short as 90 days, and that extension of the period for recency of experience from 30 days to 90 days will not impair the safety of operations. This will also bring the pilot recency experience requirement for helicopters in line with the fixed-wing requirements of Parts 40, 41, and 42.

With respect to the requirement for the accomplishment of 2 simulated inoperative engine landings (autorotative) every 30 days, it is proposed to amend this requirement to 2 practice autorotative landings every 90 days. The scheduled air carrier helicopter operators contend that their experience has shown that the practice received in making normal landings in helicopters does much to provide the pilot with the necessary experience and judgment to insure the effectiveness of his technique and skill to perform autorotative landings. Furthermore, they believe that since the pilot in command has the responsibility for the safety of the flight and must maintain the highest degree of skill, it is not necessary in the interest of safety to duplicate the requirement of autorotative landings for the copilot every 90 days. The copilot receives practice in making normal landings during regular scheduled operations, and training and practice in autorotative landings during the initial and recurrent training programs.

It is proposed to eliminate the requirement that one of the autorotative landings be made at night since, in routine operations, the autorotative landings that are

scheduled in order to maintain recent experience requirements are all made at lighted airports. Under such conditions, there is no substantial difference between the autorotative landing skill requirements for day and night operations.

In § 46.303(c) it is proposed to delete the phrase "Within the preceding 90 days" because the time limitation for the validity of route and heliport qualification is established by § 46.304 and is, therefore, unnecessary in this section.

In § 46.304, the 30-day requirement is being changed to 3 months to conform with the original heliport qualification requirement, inasmuch as the maintenance of heliport qualification should not be more stringent than the original qualification. Also, in order to conform with the original qualification, a special flight for continued qualification for night operation over a route is being required only for the carriage of passengers. This is necessary to insure that pilots are kept fully familiar with the status of obstructions along the route and on the approaches to emergency heliport sites. It is not considered necessary to require special daylight requalification flights for other types of operations.

In consideration of the foregoing, it is proposed to amend Part 46 of the Civil Air Regulations as follows:

1. By amending § 46.301 to read as follows:

46.301 Pilot recent experience. No air carrier shall schedule a pilot to serve as such in scheduled air transportation unless within the preceding 90 days he has made at least 3 takeoffs and 3 landings in the helicopter of the particular type on which he is to serve. If he is scheduled to serve in such transportation at night, at least one such landing shall have been made at night. Within the preceding 90 days, the pilot in command shall have made 2 of the 3 required landings from approaches with simulated one engine inoperative.

2. By amending § 46.303(c) by deleting from the first sentence the words "Within the preceding 90 days".

3. By amending § 46.304 to read as follows:

46.304 Maintenance and reestablishment of pilot route and heliport qualifications for particular trips.

(a) To maintain pilot route and heliport qualifications, each pilot being utilized as pilot in command, within the preceding 3-month period, shall have made at least one trip as pilot or other crewmember of the flight crew between terminals into which he is scheduled to fly.

(b) To maintain pilot route and heliport qualification for the carriage of passengers during night operations, each pilot being utilized as pilot in command, within the preceding 3 months, shall have made at least one trip during the hours of daylight as pilot or other member of the flight crew between terminals into which he is scheduled to fly.

(c) In order to reestablish pilot route and heliport qualifications after absence from a route or a heliport thereon for a period in excess of 3 months, a pilot shall comply with the provisions of § 46.303.

These amendments are proposed under the authority of sections 313(a), 601, 604, 605 of the Federal Aviation Act of 1958, (72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424, 1425).

George C. Price

Director,
Flight Standards Service

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