Federal Aviation Agency

Washington, D.C.

Civil Aeronautics Manual 46

Scheduled Air Carrier Helicopter Certification and Operation Rules

Supplement No. 5, CAM 46 dated August 1959 **May 1, 1963**

SUBJECT: Revisions to CAM 46

This supplement is issued to incorporate into CAM 46 Special Civil Air Regulations Nos. SR–446B and SR–455.

Special regulation SR–446B concerns the use of portable frequency modulation (FM) type radio receivers on aircraft during flight. It was issued April 4, 1963, to become effective May 25, 1963, and supersedes Special Civil Air Regulation No. SR–446A.

Special regulation SR–455 concerns the use of air carrier inspector's credentials and admission to the pilot's compartment. It was issued November 21, 1962, and became effective on November 28, 1962.

Remove the following pages:	*Insert the following new pages:*
III	III
33 and 34	33 and 34
—	35 and 36

G. S. MOORE, *Director,*
Flight Standards Service.

ATTACHMENTS.

For sale by the Superintendent of Documents, U.S. Government Printing Office,
Washington 25, D.C.—Price 5 cents

Flight Operations—Continued

	Section	Page
Admission to flight deck	46.356	15
Use of cockpit check procedure	46.357	16
Personal flying equipment	46.358	16
Restriction or suspension of operation	46.359	16
Emergency decisions; pilot in command	46.360	16
Reporting potentially hazardous meteorological conditions and irregularities of ground and navigational facilities.	46.361	16
Reporting mechanical irregularities	46.362	16
Weather minimums	46.364	16

Flight Release Rules

Flight release	46.381	17
Familiarity with weather conditions	46.382	17
Facilities and services	46.383	17
Helicopter equipment required for flight release	46.384	17
Communications facilities required for flight release	46.385	17
Flight release under HVR	46.386	17
HIR operations	46.387	17
Visual ground reference requirements	46.388	17
Continuance of flight; flight hazards	46.391	17
Operation in icing conditions	46.392	18
Release and continuance of flight	46.393	18
Fuel supply for HVR operations	46.396	18
Factors involved in computing fuel required	46.397	18
Takeoff and landing weather minimums; HVR	46.405	18
Minimum flight altitudes	46.408	18
Preparation of load manifest	46.412	18

Required Records and Reports

Records	46.500	18
Crew member records	46.501	18
Flight release form	46.503	18
Load manifest	46.504	19
Disposition of load manifest and flight release	46.505	19
Maintenance records	46.506	19
Maintenance log	46.507	19
Mechanical reliability reports	46.508	19
Mechanical interruption summary report	46.509	20–1
Alteration and repair reports	46.510	20–1
Maintenance release	46.511	20–1

Appendix A

Special Civil Air Regulations which affect Part 46	21
SR–425C. Provisional Certification and Operation of Aircraft	23
[SR–446B. Use of Portable Frequency Modulation (FM) Type Radio Receivers on Aircraft During Flight]	33
[SR–455. Air Carrier Inspector's Credential; Admission to Pilot's Compartment]	35

Addendum

Preambles of Amendments to Part 46	P–1

SPECIAL CIVIL AIR REGULATION No. SR–446B

Effective: May 25, 1963
Adopted: April 4, 1963
Published: April 13, 1963
(28 F.R. 3648)

Use of Portable Frequency Modulation (FM) Type Radio Receivers on Aircraft During Flight

The purpose of this special regulation is to continue in effect the provisions of currently effective Special Civil Air Regulation No. SR–446A (27 F.R. 4906). SR–446A prohibits the operation of portable frequency modulation (FM) radio receivers during flight on all civil aircraft of the United States operated by an air carrier or a commercial operator. It also prohibits the operation of portable FM radio receivers on all other VOR-equipped civil aircraft of the United States while such VOR equipment is being used for navigational purposes.

In 1961, during tests conducted by the Federal Aviation Agency, it was found that radio receivers having local oscillators operating within or near the VHF omnirange (VOR) frequency band (108 to 118 Mcs.) cause interference which adversely affects the operation of an aircraft's VOR navigational system. Various types of portable radio receivers (i.e., radio receivers capable of being carried aboard an aircraft by a passenger) were used in these tests and it was determined that the portable frequency modulation (FM) radio receiver was the only type receiver commonly usd by the general public that would create this unwanted interference. Although the tests conducted by the Agency were not completed, the initial finding that FM radio receivers operated aboard an aircraft would cause unwanted interference warranted immediate regulatory action to prevent these radios from endangering safety in air commerce. Accordingly, SR–446 (26 F.R. 4011) was issued May 4, 1961; however, to simplify revision of the rule if additional interference problems were found by the tests, it was issued as a temporary rule effective until May 24, 1962. Since the final evaluation of these tests by all interested parties would not have been completed by the time SR–446 was to expire, the provisions of that rule were continued in effect for an additional year until May 24, 1963, by the issuance of SR–446A on May 22, 1962.

The evaluation of the tests conducted by the Agency have now been completed and the evaluations have not revealed any additional interference problems other than that caused by FM radio receivers. Accordingly, since the interference problem which prompted the issuance of SR–446A still exists and since it is necessary in order to provide adequately for safety in air commerce to continue the provisions of that regulation in effect, I find it is in the public interest to make the provisions of that rule permanent.

In the preamble to SR–446A it was indicated that when the evaluation of the tests were completed, the provisions of SR–446A would be incorpo-

rated into the applicable operating parts, i.e., Parts 40, 41, 42, 43, 45, and 46. These parts are presently being recodified and as recodified, will contain the provisions of related Special Civil Air Regulations such as SR–446A. Until their recodification, the provisions contained in SR–446A will be continued in effect in the form of a Special Civil Air Regulation.

Since this regulation continues in effect a Special Civil Air Regulation which expires on May 24, 1963, and a lapse in the effectiveness of the regulation would endanger safety in air commerce, I find that notice and public procedure hereon would be contrary to the public interest.

In consideration of the foregoing, Special Civil Air Regulation No. SR–446A is superseded by the following Special Civil Air Regulation which is hereby adopted to become effective on May 25, 1963.

No person shall operate, nor shall any operator or pilot in command of an aircraft permit the operation of, a portable frequency modulation (FM) radio receiver on the following civil aircraft of the United States while such aircraft are engaged in flight in air commerce:

(a) Aircraft operated by an air carrier or commercial operator; and

(b) Any other aircraft equipped with VHF omnirange (VOR) navigational equipment while such VOR equipment is being used for navigational purposes.

This special regulation supersedes Special Civil Air Regulation No. SR–446A.

This Special Civil Air Regulation is issued under the authority of sections 313(a) and 601 of the Federal Aviation Act of 1958 (49 U.S.C. 1354 and 1421).

SPECIAL CIVIL AIR REGULATION No. SR–455

Effective: November 28, 1962
Adopted: November 21, 1962
Published: November 28, 1962 (27 F.R. 11691)
Correction: December 12, 1962 (27 F.R. 12258)

Air Carrier Inspector's Credential; Admission to Pilot's Compartment

The purpose of this Special Regulation is to authorize Federal Aviation Agency inspectors, upon presentation of the Credential Form FAA–110A, to have access to the pilot's compartment of an aircraft for the purpose of conducting his assigned duties during an en route or other inspection.

Under the present provisions of the regulations governing the operation of air carriers and commercial operators, inspectors of the Federal Aviation Agency are authorized to enter and have a seat available for their use in the pilot's compartment of an aircraft while conducting an en route inspection of the air carrier or commercial operator involved.

Inspectors who are authorized by the Administator to conduct such inspections are furnished a credential Form FAA–110A, entitled "Air Carrier Inspector's Credential". This form contains a picture and description of the inspector to whom it is issued and certifies that he is assigned to the duty of inspecting during flight air carrier aircraft, engines, propellers, appliances, route facilities, operational procedures or airman competency. It also contains an authorization for the inspector to enter and have access to the pilot's compartment in the performance of his duties. This authorization is, of course, necessary to conduct the required government inspections specified in sections 40.22, 41.5, 42.8, and 46.22 of the Civil Air Regulations (14 CFR Parts 40, 41, 42, and 46).

For many years the Form FAA–110A, or a similar credential has been used by inspectors of the FAA and its predecessor agencies as the official identification of those inspectors authorized to have access to the pilot's compartment in the performance of their duties. Until recently, there were no incidents in which the authority of these inspectors was questioned by the air carriers or the crewmembers. With the introduction into service of new type turbojet airplanes the Agency adopted Special Civil Air Regulation SR–440 (25 F.R. 5146) to make it clear that these inspectors must be given full and uninterrupted access to the aircraft, including a seat on the flight deck, as determined by the Administrator, for the proper performance and discharge of their en route inspection duties.

The Agency now finds that incidents have occurred in which the flight crewmembers have questioned the validity of the Form FAA–110A, or have refused to recognize such credential as authority to enter the pilot's

compartment, and thereby obstructed or impeded the official duties of the inspector presenting the credential. To avoid any further repetition of such incidents it is necessary to adopt an additional rule which authorizes an inspector, upon presentation of the Credential Form FAA–110A, to have access to the pilot's compartment of an aircraft for the purpose of conducting his assigned duties during an en route or other inspection.

Notwithstanding the adoption of this rule each inspector of the Agency will continue, whenever possible, to give prior notification of the inspection in accordance with the procedures established by the air carrier concerned. However, there will be instances in which this notification is not practicable or feasible such as in the case of an emergency or special inspection, or an inspection originating at an intermediate stop. Therefore, in order to avoid any misunderstanding in this regard, it is to be noted that the lack of a prior noitfication by an inspector conducting an en route inspection does not affect his authority under this rule. In addition, it is to be noted that the inspector's authority under this rule is not affected in those cases in which the air carrier has failed to provide the necessary instructions or procedures by which an inspector may be given access to the pilot's compartment with or without a prior company clearance.

This rule, as in the case of that contained in SR–440, is declaratory of a long standing practice of the Agency. It imposes no additional burden on any person and compliance with the notice, procedures and effective date provisions may impede the due and timely execution of the functions of the FAA.

In consideration of the foregoing, this Special Civil Air Regulation is adopted with an immediate effective date to make it clear to all concerned that:

(1) The Form FAA–110A, "Air Carrier Inspector's Credential" certifies that the inspector named and described thereon is authorized to conduct en route or other inspections on aircraft of an air carrier or commercial operator, and

(2) Upon presentation of this credential to the pilot in command of an aircraft he will be admitted and given access to the pilot's compartment of the aircraft for the performance of his duties.

The following Special Civil Air Regulation is hereby adopted to become effective November 28, 1962:

Whenever an inspector of the Federal Aviation Agency shall, in the performance of his duties of conducting an inspection, present his credential Form FAA–110A, "Air Carrier Inspector's Credential",[1] to the pilot in command of an aircraft operated by an air carrier or commercial operator, he shall be given free and uninterrupted access to the pilot's compartment of such aircraft.

---

[1] This credential contains a picture and description of the inspector to whom it is assigned and certifies that he is assigned to the duty of inspecting during flight. It also contains an authorization for the inspector to have access to the pilot's compartment in the performance of such duty.