

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

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CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-18

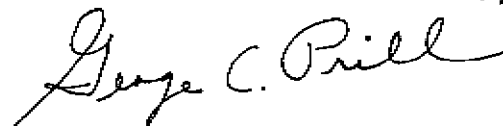
SUBJECT: Flight Crewmember Qualifications; Scheduled Air Carrier
Helicopter Operations

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.



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-223, 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

