

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 9483; Special Federal Aviation Reg. 24]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

PART 121—CERTIFICATION AND OPERATIONS: DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Nonprecision Instrument Approach Requirement

The purpose of this Special Federal Aviation Regulation is to require applicants for an airline transport pilot certificate or an additional type rating, and pilots used by Part 121 certificate holders undergoing proficiency checks, to perform at least one nonprecision approach in an airplane or in an approved simulator with an acceptable visual system, notwithstanding the provisions of section III(c) of Appendix A of Part 61 and section III(c) of Appendix F of Part 121 of the Federal Aviation Regulations.

Section 61.147 requires an applicant for an airline transport pilot certificate or for an additional type rating to pass a practical test in accordance with Appendix A of Part 61. While Appendix A allows the applicant to conduct instrument approaches other than ILS approaches, section III(c) states that such approaches may be performed in a synthetic instrument trainer.

Similarly, § 121.441 requires pilots used by Part 121 certificate holders to perform proficiency checks in accordance with Appendix F. However, section III(c) of Appendix F allows instrument approaches other than ILS approaches to be performed in a synthetic instrument trainer.

Since June of 1968, 13 fatal accidents occurred in connection with Part 121 operations. Eight of these accidents involved airplanes making instrument approaches to airports, and seven of these eight approaches were nonprecision approaches. While the National Transportation Safety Board has not yet determined the probable cause of these accidents, the FAA, recognizing the possible relationship between the accidents and nonprecision instrument approaches, took several corrective actions. These included accelerated enroute in-

spections and proficiency checks with emphasis on instrument approach procedures. In this connection, the FAA also requested all Part 121 certificate holders to include voluntarily one nonprecision instrument approach, either in an airplane or in an approved simulator with an acceptable visual system, in all initial and recurrent proficiency checks. While the majority of the Part 121 certificate holders have voluntarily complied with this request, a number have refused to do so.

The FAA has under consideration a proposal to amend Parts 61 and 121. Under this proposal, Appendix A of Part 61 and Appendix F of Part 121 would be revised to require the performance of at least one nonprecision instrument approach. Since, however, the proposal includes many other substantive changes to Parts 61 and 121, it may take several months before the amendments become effective. In view of this and in the interest of safety, this Special Federal Aviation Regulation is issued to require immediately the inclusion of a nonprecision instrument approach in the practical tests and proficiency checks required by §§ 61.147 and 121.441, respectively.

Since this regulation must be issued without delay in the interest of safety, I find that further compliance with the public notice, procedures, and the effective date requirements would be impracticable.

In consideration of the foregoing, the following Special Federal Aviation Regulation is hereby adopted to become effective on March 20, 1969:

1. Contrary provisions of Appendix A of Part 61 of the Federal Aviation Regulations notwithstanding, an applicant for an airline transport pilot certificate with a single-engine or multiengine class rating, or an applicant for an additional type rating must pass a practical test that includes at least one nonprecision instrument approach procedure in an airplane, or in an approved simulator with an acceptable visual system.

2. Contrary provisions of Appendix F of Part 121 of the Federal Aviation Regulations notwithstanding, the proficiency check required by § 121.441 of the Federal Aviation Regulations shall include at least one nonprecision instrument approach procedure in an airplane, or in an approved simulator with an acceptable visual system.

3. This Special Federal Aviation Regulation shall terminate, unless otherwise specified, on April 1, 1970.

(Secs. 313(a), 601, 602, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422, 1424, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on March 13, 1969.

D. D. THOMAS,
Acting Administrator.

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