

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Adminis- tration, Department of Transportation

SUBCHAPTER D—AIRMEN

[Docket No. 7201; Amdts. 61-84, 121-28]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

SUBCHAPTER G—CARRIER AND COMMERCIAL OPERATORS' CERTIFICATIONS AND OPERA- TIONS

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

Flight Maneuvers; Changes to Engine Out Landing Requirements

The purpose of this amendment to Parts 61 and 121 of the Federal Aviation Regulations is to provide, on a temporary basis, for alternatives to the two engine out landing maneuvers in turbojet powered airplanes required for (1) airline transport pilot certificate and type rating flight tests and (2) proficiency checks and recurrent training for each pilot in command of a Part 121 certificate holder.

Recently a number of persons have questioned the efficacy of simulated two engine out landing maneuvers in turbojet powered airplanes. This maneuver is required in flight checks for applicants for airline transport pilot certificates and associated type ratings, and as a part of flight training and proficiency checks for air carrier pilots. The FAA has discussed these questions with representatives of industry and pilot associations and as a result of these meetings recommendations were made for changes to the required maneuvers. Due to the nature of the subjects involved, a joint FAA/industry study group is being convened to carefully consider all the related technical and safety factors before the FAA takes final action on these recommendations.

In the interim, it has been decided to make temporary changes in the regula-

tions to provide alternatives to these maneuvers. These temporary changes, which will be effective until December 1, 1967, will help to alleviate public concern until a complete expert reevaluation of the maneuvers can be accomplished. It will also allow the study group to proceed at a deliberate pace without being pressured by a concern over the possibility of an adverse effect on safety during the period of the study.

Except for initial training under Part 121, substitutions may be made for the landing with simulated failure of 50 percent of the available powerplants as required by the appendices to Parts 61 and 121. Under Part 61, in the case of a four-engine turbojet powered airplane, an actual landing with a simulated failure of the most critical powerplant is acceptable provided the applicant has a certification that he satisfactorily performed a two-engine out landing in preparation for the flight test. Under Part 121, in the case of a four-engine turbojet powered airplane, the pilot must, in addition to performing a landing with a simulated failure of the most critical powerplant, perform the two-engine out maneuver in a simulator or at altitude. In the case of a three-engine turbojet powered airplane, under both Parts 61 and 121 the maneuver previously required a landing with simulated failure of two engines. This amendment will authorize performance of this maneuver under a procedure approved by the Administrator that provides the same practical effect without reducing two engines to idle power.

These amendments, which are relaxatory in nature, provide an alternative method of compliance. In addition, representatives of industry and pilot associations have been informed of and are in agreement with them. Therefore, in order to best serve the purposes set forth above, I find that notice and public procedure is impractical and unnecessary and that good cause exists for making these amendments effective on less than 30 days notice.

In consideration of the foregoing, Parts 61 and 121 are amended as follows, effective immediately:

1. Appendix A, Item V(d) of Part 61 is amended to read as follows:

V. Landings and Approaches to Landings.

(d) Maneuvering to a landing with simulated failure of 50 percent of the available powerplants. The simulated loss of power must be on one side of the airplane (center and one outboard engine on three-engine airplanes). However, until December 1, 1967, in turbojet powered airplanes, the following may be substituted for this requirement:

(1) In the case of a four-engine airplane, maneuvering to a landing with a simulated failure of the most critical powerplant if a certificated flight instructor or a flight instructor in a training program approved under Part 121 of this chapter has certified that he has observed the applicant satisfactorily perform, in preparation for the flight test, a landing in that type airplane with simulated failure of 50 percent of the available powerplants.

(2) In the case of a three-engine airplane maneuvering to a landing using an approved procedure that approximates the loss of two powerplants.

2. Appendix F, Item V(d) of Part 121 is amended to read as follows:

V. Landings and Approaches to Landings.

(d) Maneuvering to a landing with simulated failure of 50 percent of the available powerplants. The simulated loss of power must be on one side of the airplane (center and one outboard engine on three-engine airplanes). In the case of a proficiency check for other than a pilot in command the simulated loss of power may be only the most critical powerplant. However, until December 1, 1967, in turbojet powered airplanes, the following may be substituted for this requirement in recurrent training and in pilot in command proficiency checks:

(1) In the case of a four-engine turbojet powered airplane maneuvering to a landing with simulated failure of the most critical powerplant and performance, either in an approved simulator or in flight at altitude, of the maneuver with simulated failure of 50 percent of the available powerplants.

(2) In the case of a three-engine airplane maneuvering to a landing using an approved procedure that approximates the loss of two powerplants.

(Secs. 313(a), 601, 602, Federal Aviation Act of 1958; (49 U.S.C. 1354(a), 1421, 1422)

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WILLIAM F. MCKEE,
Administrator.

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