

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Adminis- tration, Department of Transporta- tion

[Docket No. 7201; Amdt. 121-34]

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

##### Flight Maneuvers: Applicability of Certain Maneuvers to Pilots Other Than Pilot in Command and Second in Command in a Crew of Three or More Pilots

This amendment postpones indefinitely the applicability of certain maneuvers, adopted in Amendment 121-24 and postponed for 6 months by Amendment 121-26, insofar as they apply to training and proficiency checks of second in command pilots (throughout this preamble reference to a second in command includes all pilots other than a pilot in command or second in command in a crew of three or more pilots or a pilot referred to in § 121.441(c)). One maneuver, the ILS approach with a simulated failure of one powerplant, that was postponed for 6 months by Amendment 121-26 will apply after October 15, 1967.

As stated in the preamble to Amendment 121-26, the Air Transport Association of America (ATA) petitioned the FAA for: (1) An amendment of four of the flight maneuvers adopted by the FAA in Amendment 121-24 and (2) a postponement of the then April 15, 1967, effective date of the four maneuvers for 6 months or until disposition of the ATA petition by the FAA. The FAA decided that ATA had justified a postponement of the April 15 effective date for the four maneuvers to allow it more time to submit data in support of its allegation that these maneuvers could not be justified on a cost/benefit basis for second

in command pilots.

By letters dated May 26, and June 20, 1967, the ATA submitted cost data to the FAA to support its allegations that the cost of training and checking second in command pilots in the four specific maneuvers was disproportionate to the benefits gained. In addition to the cost aspect, ATA alleged that training on these maneuvers would constitute training on maneuvers that the second in command would not normally perform in line operations.

After considering all of the data and arguments submitted by the ATA, the FAA has concluded that with respect to three of the four maneuvers in question, ATA has justified some modifications as applicable to second in command pilots. These three maneuvers are: (1) Circling approaches, (2) steep turns, and (3) missed approach from a simulated instrument approach with a simulated failure of the most critical powerplant. The FAA is considering various modifications to these maneuvers that could be made without affecting the required level of safety but that should result in decreased training and checking time. As indicated in the preamble to Amendment 121-26, the FAA will issue a notice of proposed rule making setting forth the proposed changes in these maneuvers so that all interested parties will be able to submit comments thereon. Pending completion of such rule-making action, these maneuvers will, as for the past 6 months, apply only to pilots in command and second in command in a crew of three or more pilots.

With respect to the requirement for an ILS approach with a simulated failure of one powerplant, the FAA does not believe that ATA has submitted sufficient justification for continuing to apply this maneuver only to a pilot in command or second in command in a crew of three or more pilots. It is a common industry practice for a second in command to fly every other "leg" of a flight involving several takeoffs and landings. If an ILS approach is necessary on a landing being made by the second in command he would normally be expected to make that

approach and landing. In the event of an engine failure during an ILS approach, the second in command should be equipped to cope with the situation. It is true that the pilot in command is able to take over at any time and as pointed out by ATA, it is unlikely that a combination of ILS approach and engine out would occur at the same time. Nevertheless, in view of the importance of the initial reaction of the pilot at the controls if this situation does occur, the FAA believes that the added cost of training and checking the second in command in this maneuver is justified.

In view of the imminence of the effective date that would apply to the three maneuvers discussed above, and since these amendments impose no additional burden on any person, I find that notice and public procedure thereon are impractical and that good cause exists for making these amendments effective on less than 30 days notice.

In consideration of the foregoing, Appendix F of Part 121 of the Federal Aviation Regulations is amended effective October 15, 1967 as follows:

1. By striking out the last sentence of Item III(c) (2).

2. By amending the last sentence in the flush paragraph at the end of Item III(d) by striking out the words "Until October 15, 1967, this" and by inserting in place thereof the word "This".

3. By amending the last sentence in the flush paragraph at the end of Item III(e) by striking out the words "until October 15, 1967,".

4. By amending the last sentence in Item IV(a) by striking out the words "until October 15, 1967, this" and by inserting the word "This" in place thereof.

(Secs. 313(a), 601, and 604 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1424)

Issued in Washington, D.C., on October 16, 1967.

D. D. THOMAS,  
Acting Administrator.

(As published in the Federal Register /32 F.R. 14550/ on October 19, 1967)