

Title 14—AERONAUTICS AND SPACE

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

SUBCHAPTER D—AIRMEN

[Docket No. 7201; Amdts. 61-39, 121-36]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

SUBCHAPTER G—AIR CARRIER AND COMMERCIAL OPERATOR CERTIFICATION AND OPERATIONS

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

Flight Maneuvers; Continuation of Changes to Engine Out Landing Requirements

The purpose of this amendment to Parts 61 and 121 of the Federal Aviation Regulations is to continue the permission to use, in turbojet airplanes, alternatives to the two engine out landing maneuvers that are 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.

On May 19, 1967, the FAA issued Amendments 61-34 and 121-28 which permitted, in turbojet powered aircraft, alternatives to conducting a two engine out landing maneuver. At that time, a number of questions had been raised as to the efficacy of this maneuver as a training requirement. The FAA had discussed these questions with representatives of industry and pilot associations and recommendations were made for changes to the maneuvers. A study group

was established to carefully consider all related technical and safety factors before the FAA took action on these recommendations. The alternatives to the maneuvers were provided for the period of the study. The study has proceeded as planned but the number of flight checks conducted has been fewer than anticipated. As a result, the accumulated data at present is insufficient for comprehensive evaluation of the problems involved.

The FAA has determined that the authorization for use of the alternative maneuvers should continue until such time as the study group completes the evaluation and makes recommendations. Since it appears that the recommendations will be available in sufficient time for the FAA to take appropriate action by May 1, 1968, the continued use of the alternative maneuvers will be permitted until that date.

Since these amendments are relaxatory in nature and merely extend a previously established period for use of an alternative method of compliance, I find that notice and public procedure is impractical and unnecessary and that good cause exists for making them effective on less than 30 days' notice.

In consideration of the foregoing, Parts 61 and 121 are amended as follows, effective December 1, 1967:

1. Appendix A, Item V(d) of Part 61 is amended by deleting the date "December 1, 1967," and inserting in place thereof the date "May 1, 1968".

2. Appendix F, Item V(d) of Part 121 is amended by deleting the date "December 1, 1967," and inserting in place thereof the date "May 1, 1968".

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

Issued in Washington, D.C., on November 24, 1967.

WILLIAM F. McKEE,
Administrator.

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