

Title 14—AERONAUTICS AND SPACE

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

[Docket No. 7594; Amdt. 121-43]

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

Pilot in Command Experience Require- ments for IFR Landings

The purpose of this amendment to Part 121 of the Federal Aviation Regulations is to permit a reduction in the 100 hours of pilot in command experience required by §§ 121.651(e) and 121.653(d), based on the substitution of one landing in Part 121 operations for 1 hour of pilot in command experience up to 50 percent of the 100-hour requirement.

This amendment is based on a notice of proposed rule making (Notice 67-34), issued July 24, 1967, and published in the FEDERAL REGISTER on August 1, 1967 (32 F.R. 11169). The basis for this amendment is discussed in that notice.

The comments received in response to Notice 67-34 generally concurred with the proposal to reduce the 100-hour requirement by substituting landings for hours, inasmuch as pilots in command of aircraft operating over short routes acquire the desired level of experience sooner than pilots operating over long routes. However, several comments objected to the proposal insofar as it would allow the reduction in total hours to apply to pilots with less than 100 hours in command of any airplane in Part 121 operations and recommended that pilots qualifying for the first time under Part 121 should be required to have 100 hours

as pilot in command, regardless of the number of landings, in order to become familiar not only with a new type airplane but also with the duties and responsibilities of a pilot in command. The FAA agrees that a pilot qualifying for the first time under Part 121 should have a minimum of 100 hours as pilot in command and the proposed rule is being changed to permit the reduction in hours only for pilots who have 100 or more hours as pilot in command of another type airplane under Part 121.

Several comments suggested that qualifications for landings at the lowest minimums should be based on a number of instrument approaches rather than hours or landings. The problems associated with promulgation of a qualification requirement based on number and kind of landings are beyond the scope of Notice 67-34, which is intended only to reduce the present 100-hour requirement.

The FAA agrees with a comment by the Air Line Pilots Association that the regulation as proposed in Notice 67-34 should be changed to make it clear that until a pilot has qualified under subsection (a), his lowest MDA or DH and visibility landing minimum are 300 and 1, and Category II minimums do not apply.

At the time Notice 67-34 was issued, the Category II amendments had not been incorporated in the regulations and the lowest minimums contemplated in the notice were 300 and 1. The proposed amendment has been changed to make it clear that Category II minimums as well as the sliding scale minimums do not apply and the lowest minimums are 300 and 1 until the experience requirement is met.

The proposed regulation has also been changed in consideration of comments received to include RVR equivalents to landing visibility minimums.

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended effective July 31, 1968, as follows:

§ 121.651 [Amended]

1. By deleting paragraph (e) of § 121.651.

2. By adding the following new section immediately following § 121.651:

§ 121.652 Landing weather minimums: IFR: all certificate holders.

(a) If the pilot in command of an airplane has not served 100 hours as pilot in command in operations under this part in the type of airplane he is operating, the MDA or DH and visibility landing minimums in the certificate holder's operations specification for regular, provisional, or refueling airports are increased by 100 feet and one-half mile (or the RVR equivalent). The MDA or DH and visibility minimums need not be increased above those applicable to the airport when used as an alternate airport, but in no event may the landing minimums be less than 300 and 1.

(b) The 100 hours of pilot in command experience required by paragraph (a) of this section may be reduced (not to exceed 50 percent) by substituting one landing in operations under this part in the type of airplane for 1 required hour of pilot in command experience, if the pilot has at least 100 hours as pilot in command of another type airplane in operations under this part.

(c) Category II minimums and the sliding scale when authorized in the certificate holder's operations specifications do not apply until the pilot in command subject to paragraph (a) of this section meets the requirements of that paragraph in the type of airplane he is operating.

§ 121.653 [Amended]

3. By deleting paragraph (d) of § 121.653.

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

Issued in Washington, D.C., on July 24, 1968.

WILLIAM F. MCKEE,
Administrator.

(As published in the Federal Register /33 F.R. 10843/ on July 31, 1968)