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change to FAR Part 121

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 6887; Amdt. 121-16]

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

Training Program; Initial Flight Assignment

The purpose of this amendment is to permit a reduction in the hours of initial flight assignments for flight attendants and aircraft dispatchers, based on the substitution of one takeoff and one landing for one required hour of flight. It is also for the purpose of clarifying the basic requirement of a minimum number of hours in initial flight familiarization for these dispatchers.

This amendment is based on a notice of proposed rule making (Notice 65-21), issued September 2, 1965, and published in the FEDERAL REGISTER on September 9, 1965 (30 F.R. 11530). The basis for this amendment, other than the clarifying provision regarding aircraft dispatchers, is fully discussed in that notice.

The comments received in response to Notice 65-21 generally concurred with the adoption of this amendment. One, however, contended that the proposal would take away essential training for flight attendants since they are strapped in their seats during takeoff and landing. While it is true that § 121.311(b) requires all occupants (including the attendants) to be secured with their safety belts during takeoff and landing, compliance with that requirement will not negate the purpose of this amendment as it applies to cabin attendants. From the standpoint of safety training of the attendants in the performance of passenger briefings and demonstrations associated with the use of seat belts, emergency equipment

and exits is an essential item. Although this function is performed prior to takeoff and landing, it will be performed in conjunction with the takeoffs and landings considered toward the reduction of flight training under this amendment. Normally, it is not performed during the en route portion of the flight when the attendant's duties are primarily devoted to the comfort of the passengers.

Another comment strongly recommended the requirement for a minimum number of takeoffs and landings as a training requirement, but did not support it at the expense of a reduction in the present number of hours of initial training. In fact, the comment recommended an increase in the number of hours for initial flight training with a specified number of takeoffs and landings that could be applied to the increased hours of flight training. An increase in the hours of initial flight assignment is beyond the scope of Notice 65-21, and, therefore, could not be considered as a part of this rule. However, as stated in the notice, the Agency feels that this amendment will provide an opportunity for flight attendants and aircraft dispatchers to gain the necessary experience in required safety activities, and thereby enhance the quality of their training. It should be emphasized that even with the adoption of this amendment, at least 2½ hours of flight in an initial flight assignment are still required for flight attendants and aircraft dispatchers, since the substitution of takeoffs and landings cannot reduce the required hours by more than 50 percent.

A further comment with regard to Notice 65-21 questioned the present existence of a requirement for a minimum number of hours of initial flight assignment for aircraft dispatchers. This comment indicated that, while the applicable number of hours programmed appears in column V in Appendix E, that column is referred to only in § 121.425, which is not applicable to aircraft dispatchers. This question apparently arose as a result of note (e) in Appendix E

which may be interpreted to mean that the programmed hours of column V are to satisfy the requirements of § 121.425 only. However, notwithstanding the note, § 121.414(a) requires the training programs for each dispatcher to include the programmed hours of initial training set forth in Appendix E. To preclude further misunderstanding in this regard note (e) in Appendix E is hereby deleted.

Interested persons have been afforded an opportunity to participate in the making of this amendment and due consideration has been given to all relevant matter presented. In addition, since the deletion of note (e) is merely clarifying in nature and imposes no additional burden on anyone, I find that notice and public procedure hereon are unnecessary, and that good cause exists for making it effective on less than 30 days' notice.

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended effective January 26, 1966, as follows:

1. Paragraph (c)(3) of § 121.414 is amended to read as follows:

§ 121.414 Curriculum requirements.

(c) *Reduction is programmed hours: Initial flight training and initial flight assignments.* A reduction in the programmed hours of initial flight training is permitted as follows:

(3) The hours of initial flight assignment set forth in Column V of Appendix E to this part may be reduced (not to exceed 50 percent) by substituting one takeoff and one landing for each required hour of flight.

Appendix E is amended by striking out note (e).

(Secs. 313(a), 601, 604, 605, Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424, 1425))

Issued in Washington, D.C., on January 20, 1966.

WILLIAM F. MCKEE,
Administrator.

(As published in the Federal Register /31 F.R. 10027 on January 26, 1966)