

# Title 14—AERONAUTICS AND SPACE

## Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 10453; Amdts. 61-57, 121-92]

### PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

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

#### Miscellaneous Amendments

The purpose of these amendments to Parts 61 and 121 of the Federal Aviation Regulations is to make two clarifying changes to provisions included in amendments numbered 61-56 and 121-91 (37 F.R. 10727, published May 27, 1972) and to make an editorial correction.

Insofar as is pertinent herein, the purpose of Amendments 61-56 and 121-91 to the Federal Aviation Regulations was to permit greater use of simulators in the conduct of training and flight checks under Appendix A to Part 61 and Appendices E and F to Part 121.

The first of the clarifying changes amends paragraph V(d-1) in both Appendix A to Part 61 and Appendix F to Part 121 by deleting a sentence that was unintentionally included therein. As

amended, the paragraph makes it clear that an applicant who does not have a visual simulator available to demonstrate the maneuver required by paragraph V(d-1) and is required to perform the maneuver in flight must do so with a simulated failure of two powerplants. This amendment merely clarifies Amendments 61-56 and 121-91 which were issued as relaxatory amendments.

The second clarifying change amends paragraph V(d-1) in Appendix F to include therein the same exception as that contained in paragraph V(d) of Appendix F in order to also make it apply to three-engine airplanes.

The editorial correction to paragraph III(e)(2) in Appendix F consists of changing a "B\*" to a "P\*." The "P" signifies applicability to the pilot in command, and the asterisk indicates that a particular condition is specified in the maneuvers and procedures column.

Since these amendments are clarifying and editorial in nature, I find that notice and public procedure thereon are 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 of the Federal Aviation Regulations are amended, effective June 27, 1972, as follows:

1. By amending paragraph V(d-1) of Appendix A to Part 61 to read as follows:

Maneuvers/Procedures	Required in airplane		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Nonvisual simulator	Training device	Waiver provisions of § 61.147(c)
V. Landings and Approaches to Landings.						
(d) . . . . . (1) In the case of three-engine airplanes, maneuvering to a landing with an approved procedure that simulates the loss of two powerplants (center and one outboard engine). However, if an applicant satisfies these requirements of this paragraph in a visual simulator, he must, in addition, maneuver in flight to a landing with a simulated failure of the most critical powerplant. In any case, the person conducting the check may require the applicant to perform the maneuvers required by this paragraph in flight.	-----	-----	X*			

(As published in the Federal Register /37 F.R. 12716/ on June 28, 1972)

2. By amending paragraph III(e)(2) of Appendix F to Part 121 by changing the "B\*" in the inflight column to a "P\*" as follows:

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Nonvisual simulator	Training device	Waiver provisions of § 61.147(c)
III. Instrument Procedures.						
• • • • •						
(e) Missed Approach.						
• • • • •						
(2) Each pilot in command must perform at least one additional missed approach.	-----	P*	P*			
• • • • •						

3. By amending paragraph V(d-1) of Appendix F to Part 121 to read as follows:

Maneuvers/Procedures	Required		Permitted			
	Simulated instrument conditions	Inflight	Visual simulator	Nonvisual simulator	Training device	Waiver provisions of § 61.147(c)
V. Landings and Approaches to Landings.						
• • • • •						
(d) • • • • •						
(1) In the case of three-engine airplanes, maneuvering to a landing with an approved procedure that simulates the loss of two powerplants (center and one outboard engine), except that, 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, if a pilot satisfies the requirements of this paragraph in a visual simulator, he must, in addition, maneuver in flight to a landing with a simulated failure of the most critical powerplant. In any case, the person conducting the check may require the applicant to perform the maneuvers required by this paragraph in flight.	-----		B*			
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(Secs. 313(a), 601, 602, 604, 607, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1422, 1424, 1427, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on June 19, 1972.

J. H. SHAFER,  
Administrator.