

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Admin- istration, Department of Transpor- tation

[Docket No. 9545; Amdt. 127-14]

#### PART 127—CERTIFICATION AND OP- ERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

##### Pilot Qualification; Recent Experience

The purpose of this amendment to Part 127 of the Federal Aviation Regulations is to eliminate the requirement that multiengine helicopter air carrier pilots make two one-engine-inoperative proficiency landings in each 90-day period, and to provide that the proficiency landings be made in the type helicopter in which each pilot is to serve. The amendment was proposed in Notice 69-31 issued on July 30, 1969, and published in the FEDERAL REGISTER on August 5, 1969 (34 F.R. 12716).

Comments were received from the Air Transport Association and the Air Line Pilots Association, both expressing unqualified concurrence with the proposed amendment.

Section 127.175 as presently written requires a pilot in multiengine helicopter air carrier service to make at least two one-engine-inoperative landings in each 90-day period, and, if that pilot serves at night, at least one of those one-engine-inoperative landings must be made at night. This regulation was introduced when multiengine helicopters were inaugurated into air carrier service over 6 years ago.

Since that time, air carrier multiengine experience has been good. Occurrences of one engine becoming inoperative have been very few, and the dangers from one engine out have been shown to be negligible. Emergency procedures with one engine inoperative are not difficult, and there is little or no change in controllability or flight characteristics.

We believe air carrier multiengine experience has shown the requirement unnecessary for proficiency demonstrations of one-engine-inoperative approaches at 90-day intervals. This maneuver is required during the pilot's 6-month proficiency check, and we be-

lieve this to be sufficient.

The amendment also removes the requirement for a night proficiency landing in a multiengine helicopter by a pilot scheduled to serve in air transportation at night. However, the initial training given each pilot as required by § 127.155 must include night takeoffs and landings, if night operations are authorized. In this regard the amendment makes Part 127 consistent with Part 121 of the Federal Aviation Regulations.

In addition, § 127.175 is amended to require that an air carrier pilot engaged in scheduled air transportation make his proficiency takeoffs and landings in each type of helicopter in which he is to serve. There is sufficient variety in the emergency procedures for each type that proficiency in specific safety techniques is essential. General proficiency may be attained in a variety of ways, but the public interest is best served by having each pilot proficient and current as to the safety techniques applicable to the particular type helicopter in which he regularly serves the public.

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 consideration of the foregoing, Part 127 of the Federal Aviation Regulations is amended to read as follows, effective February 7, 1970:

##### § 127.175 Pilot Qualification: recent experience.

No air carrier may use a pilot in scheduled air transportation unless, within the preceding 90 days, he has made at least three takeoffs and three landings in each type of helicopter in which he is to serve. At least two of the landings must have been from an approach in auto-rotation in each type single-engine helicopter in which he is to serve. In addition, if the pilot is scheduled to serve in air transportation at night, at least one of the autorotative landings must have been made at night.

(Secs. 313(a) and 601(a), Federal Aviation Act of 1958, 49 U.S.C. 1354(a) and 1421(a), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on December 30, 1969.

D. D. THOMAS,  
Acting Administrator.

(As published in the Federal Register  
/35 F.R. 310/ on January 8, 1970)