

*See correction*

## Title 14—AERONAUTICS AND SPACE

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

[Docket No. 9325, Amdt. 127-11]

#### PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS

##### Maintenance and Reestablishment of Pilot Qualifications

The purpose of this amendment to Part 127 of the Federal Aviation Regulations is to increase the period within which a pilot must make a trip between heliports on a route in order to remain qualified to fly that route. In addition, the amendment prescribes different periods according to whether the helicopter is single-engine or multiengine.

This amendment was proposed as a notice of proposed rule making issued as Notice 68-38 and published in the FEDERAL REGISTER on January 8, 1969 (34 F.R. 264). In Notice 68-38 it was also proposed to make an editorial revision of § 121.447 of the Federal Aviation Regulations Part 121 to make it consistent with this amendment to Part 127. However, the Federal Aviation Administration undertaken the preparation of another notice of proposed rule making that will propose certain substantive changes in the provisions of Part 121 which will eliminate the need for making the editorial revision to § 121.447 proposed in Notice 68-38. Accordingly, that portion of the Notice which proposed to amend § 121.447 is hereby withdrawn.

Withdrawal of this notice of proposed rule making as to Part 121 constitutes only such action, and does not preclude the Federal Aviation Administration from issuing another notice in the future, nor commit the Federal Aviation Administration to any course of action in the future. This withdrawal shall become effective upon publication in the FEDERAL REGISTER.

Under present § 127.181 after becoming qualified on a particular route, a pilot in command must make at least one trip as pilot or other member of a flight crew between terminals into which he is scheduled to fly each 90 days to maintain route qualification. If a pilot

is absent from a route for more than a 90-day period, he must reestablish his qualifications under § 127.179. The 90-day period was established when scheduled helicopter air carriage was a new mode of transportation. Most operations were conducted with single-engine helicopters; and criteria for routes, obstruction lighting, and emergency landing sites were being developed. Today, engine reliability has improved, multiengine helicopters are operated on many routes, and some helicopters are equipped for IFR flight and can navigate without ground reference. Experience has shown that the number of emergency landings has been less than anticipated. Many carriers operate several routes in a small area, and through the proper use of operations notices required by § 127.203 a pilot can remain familiar with weather characteristics, navigation facilities, terrain, congested areas, and communication procedures in the area even though he may not have made a trip on a particular route for some time.

This amendment increases the period within which a pilot must make a trip to remain qualified on a route from 90 days to 12-calendar months if he is scheduled to fly a multiengine helicopter. In view of the greater possibility of forced landing in a single-engine helicopter and the resulting need for greater route familiarity in single-engine helicopter operations, the present 90-day period is increased to 6-calendar months for single-engine helicopter operations.

In addition, this amendment makes an editorial change by deleting the word "terminals" and inserting the word "heliports." The purpose of this change is to make the language of § 127.181 consistent with § 127.179 to which it refers. Further, the change will clarify § 127.181 by replacing a word which is not defined by the regulations with one that is defined.

Finally, the amendment clarifies paragraph (a) of § 127.181. At present, § 127.181(a) when read alone appears to allow an air carrier to schedule a pilot as pilot in command on a route at any time after initial route qualification if he has made a trip as a pilot or other flight crewmember over the route within a specified period before the day on which he is scheduled to fly. However, when read in conjunction with paragraph (b) of this section, it is apparent that a pilot cannot become eligible for

use on a route merely by riding the route as a pilot or other flight crewmember other than pilot in command if there has been any period, of the length specified, during which he has not maintained his route qualification. This amendment makes it clear that a pilot must make at least one flight in each 6- or 12-month period, as specified, to maintain route qualification and he must maintain route qualification, or reestablish his qualification, to be eligible for use on the route.

Interested persons have been afforded an opportunity to participate in the making of this amendment (34 F.R. 264), 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, effective October 5, 1969, as follows:

1. By amending § 127.181 to read as follows:

##### § 127.181 Maintenance and reestablishment of pilot route and heliport qualifications.

(a) An air carrier may not use a pilot as pilot in command on a route unless that pilot has maintained his qualification on that route in accordance with paragraph (b) or (c) of this section or reestablished his qualification under § 127.179.

(b) To maintain route qualification for use as a single-engine helicopter pilot, a pilot must make at least one trip as a flight crewmember between heliports on the route during each consecutive 6-month period after the month in which he establishes his route qualification under § 127.179.

(c) To maintain route qualification for use as multi-engine helicopter pilot, a pilot must make at least one trip as a flight crewmember between heliports on the route during each consecutive 12-month period after the month in which he establishes his route qualification under § 127.179.

(Secs. 313(a), 601, 604, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1424, sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on August 28, 1969.

D. D. THOMAS,  
Acting Administrator.

(As published in the Federal Register, 34 F.R. 11769, on September 5, 1969)

# Rules and Regulations

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tration, Department of Transportation**

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**PART 127—CERTIFICATION AND  
OPERATIONS OF SCHEDULED AIR  
CARRIERS WITH HELICOPTERS**

**Maintenance and Reestablishment of  
Pilot Qualifications**

*Correction*

In F.R. Doc. 69-10602, appearing at page 14069 in the issue of Friday, September 5, 1969, the word "has" should be inserted in the 14th line of the first column of page 14070, preceding the word "undertaken".