

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

Log 1054

ISSUED: MAY 5 1982

Forwarded to:

Honorable J. Lynn Helms
Administrator
Federal Aviation Administration
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-82-42

The National Transportation Safety Board, in its 1972 study of air taxi safety 1/ and again in its 1980 study of commuter airline safety, 2/ recommended to the Federal Aviation Administration that increased pilot proficiency was necessary for an acceptable level of safety in 14 CFR 135 operations.

While we recognize that improvements to requirements have been made through amendments to 14 CFR 135, the recency of experience for second-in-command pilots remains a matter of concern to the Safety Board. Holders of 14 CFR 135 certificates, in many cases, use large or turbojet-powered, multiengine aircraft that are type-certificated for more than one required pilot flight crewmember. Although the second-in-command pilot must satisfy the same requirements for a competency check as the pilot-in-command, unlike the pilot-in-command, he or she is not required to accomplish three takeoffs and landings as the sole manipulator of the flight controls within the preceding 90 days. The second-in-command pilot of a large or turbojet-powered, multiengine aircraft carrying persons or property need only perform and log, on an annual basis, three takeoffs and landings as the sole manipulator of the flight controls in the category, class, and/or type of aircraft in which he or she is to serve.

Many high-performance aircraft are currently used in 14 CFR 135 operations. For example, the Learjet has a cruise speed of 440 knots and a rate of climb in excess of 6,000 feet per minute, while the Embraer EMB 120 carries 30 passengers and has a cruise speed of 300 knots. These aircraft, plus many others, are complex aircraft which are certificated for a minimum crew of two pilots.

Title 14 CFR 121.439 requires, in part, that any person serving as a required pilot flight crewmember accomplish at least three takeoffs and landings within the preceding 90 days in the type of aircraft in which that person serves to maintain recency of experience qualification. In view of the necessity for crew coordination in any aircraft certificated for more than one pilot, the Safety Board believes that 14 CFR 135 should contain requirements for both pilots to be current in takeoffs and landings. The existing regulations and certification basis for requiring two pilots in certain aircraft used in 14 CFR 135 operations should be sufficient basis to require both pilots to meet such recency of experience requirements.

1/ "Air Taxi Safety Study," September 27, 1972 (NTSB-AAS-72-9).

2/ Special Study--"Commuter Airline Safety, 1970-1979," July 22, 1980 (NTSB-AAS80-1).

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Amend 14 CFR 135 by incorporating a 90-day recency of experience requirement of three takeoffs and landings for all pilots conducting operations in aircraft which are required by their certificate to have more than one pilot. (Class II, Priority Action) (A-82-42)

BURNETT, Chairman, GOLDMAN, Vice Chairman, and McADAMS, Member, concurred in this recommendation. BURSLEY, Member, did not participate.

A handwritten signature in cursive script, appearing to read "Jim Burnett".

By: Jim Burnett
Chairman