THE UNITED STATES OF AMERICA
CIVIL AERONAUTICS AUTHORITY
WASHINGTON, D. C.

At a session of the Civil Aeronautics Authority
held at its office in Washington, D. C., on
the 5th day of October, 1939

Acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, particularly sections 205(a) and 601(a) of said Act, and finding that its action is desirable in the public interest and is necessary to carry out the provisions of and to exercise and perform its powers and duties under said Act, the Civil Aeronautics Authority adopts the following amendment to the Civil Air Regulations:

AMENDMENT NO. 29 OF THE CIVIL AIR REGULATIONS	PROVIDING FOR OPERATING PROCEDURES FOR AIR CARRIER AIRCRAFT

Effective October 5, 1939, Part 40 of the Civil Air Regulations is amended as follows:

1. By amending section 40.232 to read as follows:

"40.232 If multi-engine operation over land. Applicant shall show aircraft of a model and number necessary for safe operation. Applicant shall also show:

(a) That such aircraft (other than those specifically listed as in scheduled air carrier service by the applicant prior to January 1, 1935) to be used on the proposed route or part thereof are capable, with any one engine inoperative, of

maintaining level flight with authorized load for the route or part thereof at an altitude of at least 1,000 feet above the highest obstruction to flight on the valley level of the route or part thereof on which the aircraft will be operated; or

(b) Operating procedures which, in the opinion of the Authority, will assure that such aircraft will be capable of effecting a safe landing at an airport or other suitable area in the event of the failure of any one engine at any point on the route on which such aircraft will be operated."

2. By amending section 40.250 to read as follows:

"40.250 If operation over land. Applicant shall show multi-engine aircraft of model and number necessary for safe operation. Applicant shall also show:

(a) That such aircraft (other than those specifically listed as in scheduled air carrier service by the applicant prior to January 1, 1935) to be used on the proposed route, or part thereof, are capable, with any one engine inoperative, of maintaining level flight, with authorized load for the route or part thereof, at an altitude equivalent to 1,000 feet above the highest part of the terrain on the proposed instrument course of the route, or part thereof; or

(b) Operating procedures which, in the opinion of the Authority, will assure that such aircraft will be capable of effecting a safe landing at an airport or other suitable area in the event of the failure of any one engine at any point on the route on which such aircraft will be operated."

3. By amending section 40.332 to read as follows:

"40.332 If multi-engine operation over land. Applicant shall show aircraft of model and number necessary for safe operation. Applicant shall also show:

(a) That such aircraft to be used on the proposed route or part thereof are capable, with any one engine inoperative, of maintaining level flight with the authorized load for the route or part thereof at an altitude of at least 1,000 feet above the airport at each terminal and scheduled intermediate stop on the route or part thereof on which the aircraft will be operated; or

(b) Operating procedures which, in the opinion of the Authority, will assure that such aircraft will be capable of effecting a safe landing at an airport or other suitable area in the event of the