UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 41-2
Effective: May 24, 1946

At a session of the Civil Aeronautics Board
held at its office in Washington, D. C.
on the 24th day of May, 1946.

AMENDING PART 41 - CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

Effective May 24, 1946, Part 41 of the Civil Air Regulations is amended as follows:

1. By amending the first paragraph of § 41.27 to read as follows:

41.27 Operating limitations upon airplanes certificated under transport category requirements. When operating any airplane certificated in accordance with the provisions of § 04.1 (in the Regulations issued on or after November 9, 1945), or of § 04.75-T (in the Regulations issued prior to November 9, 1945), the provisions of §§ 41.270 to 41.2731 inclusive shall apply unless deviations therefrom are specifically authorized by the Administrator when he finds that, due to a peculiarity of a specific case, such application is unnecessary for safety.

2. By amending § 41.270 General limitations, as follows:

(a) Delete the word "gross" from paragraph (c).

(b) Insert "and oil" after the words "amount of fuel" in paragraph (c).

(c) Substitute the word "airport" in lieu of the word "field" in paragraph (c).

3. By amending § 41.271 Take-off limitations to provide for engine failure, as follows:

(a) Substitute the word "airports" in lieu of the word "fields" in the first paragraph.

(b) Delete the word "gross" from first paragraph.

(c) Delete "04.7532-T" from first paragraph, and insert in lieu thereof "04.12 (in the Regulations issued on or after November 9, 1945), or § 04.7532-T (in the Regulations issued prior to November 9, 1945)".

4. By amending § 41.272 En route limitations, to read as follows:

41.272 En route limitations.

41.2720 All airplanes - all engines operating. Airplanes shall be dispatched only at such take-off weights that, in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with all engines operating (as set forth in the airplane operating manual), shall be, in feet per minute, $6V_{s_0}$ at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 19

41.2721 All airplanes - one engine inoperative. Airplanes shall be dispatched only at such take-off weights that in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate-of-climb with one engine inoperative (as set forth in the airplane operating manual), shall be, in feet per minute, $0.02V_{s_0}^2$ for airplanes having maximum take-off weights up to 40,000 pounds, increasing linearly to $0.04V_{s_0}^2$ at 60,000 pounds, and $0.04V_{s_0}^2$ for maximum take-off weights above 60,000 pounds at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that for airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945 the above rate-of-climb value may be $0.02V_{s_0}^2$ irrespective of maximum take-off weight.

41.2722 Airplanes with four or more engines - two engines inoperative. If from any point along the track flown, more than 90 minutes at "all engines operating" cruising speed is required to reach an available landing area where the provisions of § 41.273 as modified by § 41.2730 can be met at the airplane weight estimated to exist upon arrival there, an aircraft with four or more engines shall not be dispatched over such track unless its weight is such as to permit a rate-of-climb with two engines inoperative (as set forth in the airplane operating manual), in feet per minute, of $0.01V_{s_0}^2$ at an altitude of at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles on either side of the intended track to the landing area; or at 5,000 feet whichever is higher; except that this requirement need not apply to airplanes certificated under the performance requirements of the Regulations issued prior to November 9, 1945. This specified rate-of-climb shall correspond to the airplane's weight attained at the moment of failure of the second engine (assumed to occur 90 minutes from time of departure), or to the weight which may be attained by dumping fuel at the moment of failure of the second engine, provided that sufficient fuel is retained aboard the airplane to reach a point 1,000 feet directly above the landing area.

41.2723 Special air navigation facilities. Where special air navigation facilities provide for reliable and accurate identification of high ground or obstruction extending for less than 20 miles along the track, the lateral distance of 10 miles specified in § 41.2720 through § 41.2722 may be reduced to 5 miles.

5. By amending § 41.273 Landing distance limitations, as follows:

(a) Delete "04.7533-T" from paragraph (a), and insert in lieu thereof "04.124 (in the Regulations issued on or after November 9, 1945), or § 04.7533-T (in the Regulations issued prior to November 9, 1945)".

By the Civil Aeronautics Board:

/s/ Fred A. Toombs
Fred A. Toombs
Secretary

(SEAL)

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WASHINGTON, D. C.

Civil Air Regulations Amendment 41-2
Effective: September 13, 1946

CLARIFICATION OF SECTION 41.2731

Effective September 13, 1946, § 41.2731 of the Civil Air Regulations is amended by striking the word "airport" and inserting in lieu thereof the word "runway."

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 41 last printed May 1, 1946.