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

Civil Air Regulations Amendment 41-13
Effective: September 26, 1947
Adopted: September 26, 1947

POSTPONEMENT UNTIL JANUARY 1, 1948, OF THE DELETION OF THE WORD "APPRECIABLE" FROM THE TAKE-OFF LIMITATIONS APPLYING TO AIRPLANES CERTIFICATED UNDER THE TRANSPORT CATEGORY

Civil Air Regulations Amendment 41-9, which deleted the word "appreciable" from § 41.271 (c) of the Civil Air Regulations and provided that any gradient of the take-off surface must be taken into account when computing take-off limitations of airplanes certificated under the transport category, was adopted by the Board August 26, 1947, to become effective September 26, 1947.

It now appears that many scheduled air carriers do not have the airport runway data needed to make accurate computations for all airports as required by the amended sections of the Civil Air Regulations. The carriers have agreed to immediately initiate such action as is required to secure the additionally needed runway data and to make such necessary computations as will enable them to accurately determine compliance with the transport category operating limitations. The carriers have agreed to make appropriate allowances for any runway gradient as quickly as practicable after such data is available and, in any event, to fully comply with this requirement not later than January 1, 1948.

Compliance with the notice and procedures required by Section 4 of the Administrative Procedure Act is impracticable, since any delay in the promulgation of this amendment would impose an undue burden on scheduled air carriers.

Effective September 26, 1947, the effective date of Civil Air Regulations Amendment 41-9 is extended from September 26, 1947, to January 1, 1948.

(52 Stat. 984, 1007; 49 U.S.C. 425, 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

(SEAL)

M. C. Mulligan
Secretary

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