41-13

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

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Civil Air Regulations Amendment 41-13
Effective: May 19, 1954
Adopted: May 19, 1954

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

FUEL QUANTITY INDICATORS

Prior to November 23, 1953, § 41.25 (k) of the Civil Air Regulations required that fuel quantity indicators indicating the amount of fuel in each tank to be used for the remainder of a flight be in serviceable condition for the continuance of flight under night and instrument operation. On November 23, 1953, Civil Air Regulations Amendment 41-9 was adopted amending § 41.25 (k) to provide for the continuance of flight when fuel quantity indicators become inoperative if the aircraft has a third flight crew member assigned as a member of the operating crew, and an alternate means for determining the amount of fuel in each tank has been approved by the Administrator. The limitation of this requirement to night and instrument operation was inadvertently omitted in the adoption of the amendment. This amendment, therefore, corrects this oversight by reimposing the previous limitation of this section to night and instrument operation.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective without prior notice.

In view of the foregoing, the Civil Aeronautics Board hereby amends Part 41 of the Civil Air Regulations (14 CFR, Part 41, as amended) as follows, effective immediately:

By amending § 41.25 (k) by deleting the period at the end thereof and adding the following parenthetical phrase "(night and instrument operation),"

(Sec. 205(a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U.S.C. 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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