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

Civil Air Regulations Amendment 41-16
Effective: March 3, 1958
Adopted: March 3, 1958

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

REQUIREMENTS COVERING LANDING LIMITATIONS WITHIN THE CONTINENTAL UNITED STATES

Currently effective § 41.119 of Part 41 of the Civil Air Regulations prohibits an instrument approach from being executed or a landing being made if the latest U. S. Weather Bureau weather report for the airport concerned indicates the ceiling or visibility to be less than that prescribed by the Administrator for landing at such airport, unless the prescribed weather conditions exist when the approach is initiated and subsequently are reported below minimums when the aircraft is on final approach. Thus, United States flag carriers operating pursuant to this part may not initiate instrument approaches at domestic airports if the reported weather is below the authorized minimums. Part 40, on the other hand, permits pilots to execute an instrument approach procedure at domestic airports under the stated conditions if the airport is served by ILS and PAR in operative condition and both are used by the pilot. A subsequent landing is permitted if, upon reaching the minimum landing altitude, the pilot finds the weather to be equal to or better than the approved minimums.

There is no apparent reason why United States air carriers, whether operating pursuant to Part 40 or Part 41, should be subject to different requirements when approaching or landing at an airport within the continental limits of the United States. There has been no indication that the "look-see" authorization has had any adverse effect on the safety of operations conducted under Part 40. Conversely, there is reason to believe that an operational penalty may be incurred by United States flag carriers at the domestic terminal of an international flight because of the present provisions of § 41.119. In order to correct this situation, § 41.119 is being amended to permit pilots to exercise the same privileges in connection with approaches and landings as are available to pilots flying in accordance with Part 40. No other substantive change is made to presently effective § 41.119, although the format is different.

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

USCOMM-DC-10768

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) effective March 3, 1958.

By amending § 41.119 to read as follows:

41.119 Approach and landing limitations.

(a) Except as provided in paragraphs (b) and (c) of this section, no instrument approach procedure shall be executed or landing made at an airport when the latest U. S. Weather Bureau weather report for that airport indicates the ceiling or visibility to be less than that prescribed by the Administrator for landing at such airport.

(b) An instrument approach procedure may be executed when the U.S. Weather Bureau weather report indicates that the ceiling or visibility is less than approved minimum for landing, if the airport is served by ILS and PAR in operative condition and both are used by the pilot, and thereafter a landing may be made, if weather conditions equal to or better than the prescribed minimums are found to exist by the pilot in command upon reaching the authorized landing minimum altitude.

(c) If an instrument approach procedure is initiated when the current U. S. Weather Bureau report indicates that the prescribed ceiling and visibility minimums exist and a later weather report indicating below minimum conditions is received after the airplane (1) is on an ILS final approach and has passed the outer marker, or (2) is on a final approach using a radio range station or comparable facility and has passed the appropriate facility and has reached the authorized landing minimum altitude, or (3) is on GCA final approach and has been turned over to the final approach controller, such approach may be continued and a landing may be made in the event weather conditions equal to or better than the prescribed minimums for the airport are found to exist by the pilot in command of the flight upon reaching the authorized landing minimum altitude.

(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)

Part 41 last printed April 15, 1955.