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

Civil Air Regulations Amendment 41-17
Effective: May 17, 1958
Adopted: April 15, 1958

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

## AMENDMENTS RESULTING FROM THE 1957 ANNUAL AIRWORTHINESS REVIEW

The Board has been advised that the descent flight provision of the two-engine-inoperative en route requirement of Part 41 is in need of clarification. The language of this provision does not make clear the generally understood intent that the descent may be based on a net flight path. Section 41.30 (c) (2) (ii) is therefore being amended to clarify the intent.

During this year's annual airworthiness meeting, the subjects of interior markings and emergency lighting for exits were discussed. As a result, changes are being made to the certification requirements to eliminate the need for the marking and lighting of crew compartment exits. Since it is considered that the operating parts should be consistent with the certification requirements, a similar amendment is being made to Part 41.

Interested persons have been afforded an opportunity to participate in the making of this amendment (22 F.R. 9116), and due consideration has been given to all relevant matter presented.

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 May 17, 1958:

1. By amending § 41.23d (b) (1) and (2) by inserting in the first sentence of each subparagraph between the words "all" and "emergency" the word "passenger".

2. By amending § 41.30 (c) (2) (ii) to read as follows:

41.30 En route limitations. * * *

(c) Airplanes with four or more engines; two engines inoperative. * * *

(2) * * *

(ii) Where the engines are assumed to fail at an altitude above the prescribed minimum altitude, compliance with the prescribed rate of climb at the prescribed minimum altitude need not be shown during the descent from the cruising altitude to the prescribed minimum altitude if, at the end of the descent and during the subsequent portion of the flight, the prescribed rate of climb is met at the prescribed minimum altitudes. The descent shall be assumed to be along a net flight path and the rate of descent for the appropriate weight and altitude shall be assumed to be 0.01 $V_{s_o}^2$ greater than indicated by the performance information approved by the Administrator.

(Sec. 205, 52 Stat. 984; 49 U.S.C. 425. Interpret or apply secs. 601, 603, 604, 52 Stat. 1007, 1009, 1010, as amended; 49 U.S.C. 551, 553, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)



Part 41 last printed April 15, 1955.

USCOMM-DC-10931