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UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D. C.

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SPECIAL CIVIL AIR REGULATION SR-427A

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

Special Civil Air Regulation; Fuel Reserves for Multiengine Turbine-Powered Airplanes

Special Civil Air Regulation No. SR-427, adopted October 23, 1958 (23 F.R. 8338), prescribes the minimum fuel reserve for multiengine turbine-powered airplanes for scheduled air carrier operations outside the continental limits of the United States. This regulation expires October 23, 1959.

SR-427 was adopted as an interim requirement until additional operational experience with turbine-powered airplanes provided sufficient data for establishing firm fuel requirement standards in the operating parts of the Civil Air Regulations. Since the effective date of SR-427, an air carrier using one type of turbine-powered airplane has gained considerable experience operating under the fuel requirements of this regulation. Notwithstanding this extensive experience, however, it appears that a further accumulation of information on the adequacy of fuel requirements is necessary before final standards are established. This is especially appropriate since other air carriers will be introducing new types and models of jet transport airplanes during the coming year and will be operating them on different routes throughout the world. This will permit further evaluation of the fuel requirements under all possible conditions. The additional information gained in these operations will be most valuable in formulating final standards and justifies extending the provisions of SR-427 for an additional year pending further surveillance of such operations.

One operating procedure has developed out of the requirements of SR-427 which has been clarified in this regulation. This involved the question of whether the minimum fuel requirements of SR-427 require the necessary fuel to make an approach at the next point of landing specified in the clearance prior to proceeding to the alternate airport. To preclude any further misinterpretations of these requirements, the regulation now requires sufficient fuel to fly to and land at the next point of landing specified in the clearance. The necessity for this requirement should be clearly understood, since it is permissible, when the weather at an airport is reported below landing minimums, for a flight operating under Part 41 and outside the U.S., to make an instrument approach down to approved landing minimums and land at that airport 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 prescribed minimum altitude for that airport. Thus, fuel planning must consider the possibility of an instrument letdown, missed approach, and climb back to altitude in proceeding to the alternate airport.

Since this regulation extends the provisions of a previous regulation without any substantive change and such regulation must continue in effect to provide for safety in air transportation, the Federal Aviation Agency finds that compliance with the notice, procedures, and effective date provisions of the Administrative Procedure Act is impracticable.

In consideration of the foregoing, the Federal Aviation Agency hereby makes and promulgates the following Special Civil Air Regulation, effective October 23, 1959:

Contrary provisions of § 41.98 of Part 41 of the Civil Air Regulations notwithstanding, a turbine-powered aircraft (exclusive of turbo-propeller powered aircraft) may be dispatched or take off only if it carries sufficient fuel, considering the wind and other weather conditions expected, to fly to and land at the next point of landing specified in the clearance; and thereafter (1) to fly for a period equal to 10 percent of the total time required to fly from the point of dispatch to the next point of landing specified in the clearance and land at such airport; and thereafter (2) to fly to and land at the most distant alternate airport designated for that point in the clearance; and thereafter (3) to fly for a period of 30 minutes at holding speed at 1,500 feet above the alternate airport elevation under standard temperature conditions. In the case of a route approved without an available alternate for a particular stop, an aircraft dispatched to that point shall carry sufficient fuel, considering wind and other weather conditions expected, to fly to that point and thereafter at least 2 hours at normal cruise consumption. When an authorized representative of the Administrator finds that fuel in excess of any of the minimums specified in this paragraph is necessary on a particular route in the interest of safety, the Operations Specifications of the air carrier may be amended to require such additional fuel.

This Special Civil Air Regulation supersedes Special Civil Air Regulation SR-427 and shall terminate October 23, 1960, unless sooner superseded or rescinded by the Administrator.

(Secs. 313(a), 601, 604, 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424)

Issued in Washington, D.C., on October 6, 1959.

E. R. QUESADA,
Administrator.

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