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TITLE 14 - AERONAUTICS AND SPACE

CHAPTER I - FEDERAL AVIATION AGENCY

/Regulatory Docket No. 151; Regulation No. SR-427B/

/Affects Part 41/

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), prescribed, for a one-year period, special minimum fuel reserves for multiengine turbine-powered aircraft (exclusive of turbo-propeller-powered aircraft) used in scheduled air carrier operations outside the continental limits of the United States. Special Civil Air Regulation No. SR-427A, effective October 23, 1959, (24 F.R. 8254), extended these special fuel reserve requirements for an additional year, until October 23, 1960.

The minimum fuel reserves specified in SR-427 and SR-427A were adopted as an interim requirement, until additional operational experience with turbine-powered airplanes provided sufficient data for establishing firm fuel reserve standards in the operating parts of the Civil Air Regulations. Sufficient data upon which the Agency will propose such firm standards is now available, and it is contemplated that such standards will be incorporated in the forthcoming notice of proposed rule making covering a complete revision of Part 41. However, since the rule making procedures required for adoption of this new part will require several months, the provisions of SR-427A are being further extended to require the continued

use of the interim fuel reserves by scheduled international air carriers operating turbojet airplanes.

Since this regulatory action extends the provisions of a previous regulation and imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted, to become effective October 23, 1960:

Contrary provisions of § 41.98 of Part 41 of the Civil Air Regulations notwithstanding, a turbine-powered aircraft (exclusive of turbopropeller-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 to fly for 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-427A and shall terminate October 23, 1961, unless sooner superseded or rescinded.

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

E. R. Quesada

Administrator

Issued in Washington, D. C., on October 21, 1960.