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

Civil Air Regulations Amendment 42-4
Effective: February 15, 1947
Adopted: January 15, 1947

AMENDMENT OF PART 42 OF THE CIVIL AIR REGULATIONS -
NONSCHEDULED AIR CARRIER CERTIFICATION AND OPERATION RULES

A review of recent aircraft accidents indicates the need for additional operating requirements for nonscheduled air carriers to be made effective without unnecessary delay, and the Board finds good cause to make the following amendments effective February 15, 1947:

NOW, THEREFORE: Effective February 15, 1947, Part 42 of the Civil Air Regulations is amended as follows:

1. By amending § 42.13 (b) (14) to read as follows:

42.13 Required instruments and equipment. ***

(b) CFR-VFR (night) and IFR. ***

(14) power failure warning light or vacuum gauge on instrument panel connecting to lines leading to gyroscopic instruments.

2. By adding a new § 42.130 to read as follows:

42.130 Required instruments and equipment for aircraft of 10,000 lbs. or more maximum take-off weight.

(a) CFR-VFR (night) and IFR.

(1) Instruments and equipment specified in § 42.13 (a) and (b),
(2) additional air-speed indicator,
(3) electrically heated pitot tube for each air-speed indicator,
(4) rate-of-climb indicator,
(5) artificial horizon indicator,
(6) additional sensitive altimeter,
(7) approved carburetor de-icing equipment for each engine,
(8) additional source of energy to supply gyroscopic instruments which shall be capable of carrying the required load. Engine-driven pumps, when used, shall be on separate engines and, in lieu of one such pump, an auxiliary power unit may be used. The installation shall be such that the failure of one source of energy will not interfere with the proper functioning of the instrument by means of the other source.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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