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

Civil Air Regulations Amendment 42-10
Effective: March 5, 1952
Adopted : January 28, 1952

IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Part 42 of the Civil Air Regulations presently makes allowance in operations conducted under that part for the use of a 50 percent wind component in computing the effective length of a runway, in the case of a take-off or landing into the wind. This amendment adds the requirement of the use of not less than 150 percent of the reported wind component in down-wind take-offs and landings when computing the take-off and landing distance limitations.

Further, in order to make the performance operating limitations consistent with the airworthiness requirements specified in Part 4b of the Civil Air Regulations, this amendment provides that the one-engine-inoperative en route climb be specified in terms of a criterion based upon the number of engines rather than upon the maximum weight of the airplane.

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

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 42 of the Civil Air Regulations (14 CFR, Part 42, as amended) effective March 5, 1952:

1. By amending § 42.72 (c) to read as follows:

42.72 Take-off limitations to provide for engine failure. * * *

(c) In applying the requirements of paragraphs (a) and (b) of this section, corrections shall be made for any gradient of the take-off surface. To allow for wind effect, take-off data based on still air may be corrected by not more than 50 percent of the reported wind component along the take-off path if opposite to the direction of take-off, and shall be corrected by not less than 150 percent of the reported wind component if in the direction of take-off.

2. By amending § 42.74 to read as follows:

42.74 En route limitations - one engine inoperative. Airplanes shall be dispatched only at such take-off weights that, in proceeding along the intended track with the weight of the airplane progressively reduced by the anticipated consumption of fuel and oil, the rate of climb

with one engine inoperative (as set forth in the Airplane Flight Manual) shall be, in feet per minute, $(.06 - \frac{.08}{N}) V_{S_0}^2$, where N is the number of engines installed and V_{S_0} is expressed in miles per hour, at an altitude at least 1,000 feet above the elevation of the highest ground or obstruction within 10 miles of either side of the intended track; except that for airplanes certificated under the performance requirements of Part 4a of this subchapter the above rate-of-climb value shall be $0.02\ V_{S_0}^2$ irrespective of the number of engines installed.

3. By amending § 42.83 (b) to read as follows:

42.83 Landing distance limitations - airport of destination. * * *

(b) It shall be assumed, considering every probable wind velocity and direction, that the airplane is landed on the most suitable runway, taking due account of the ground handling characteristics of the airplane type involved and other conditions (e.g., landing aids, terrain, etc.) and allowing for the effect on the landing path and roll of not more than 50 percent of the wind component along the landing path if opposite to the direction of landing, or not less than 150 percent of the wind component if in the direction of landing.

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

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 42 last printed June 1, 1947

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

Civil Air Regulations Amendment 42-10
Effective: May 19, 1948
Adopted: May 19, 1948

COCKPIT CHECK LIST

Civil Air Regulations Amendment 42-9, adopted by the Civil Aeronautics Board April 16, 1948, effective May 20, 1948, provided that each air carrier shall provide and maintain cockpit check lists and procedures for all aircraft operated in air transportation.

Certain administrative difficulties involving the interpretation and application of this amendment have resulted in delaying the air carriers in fully complying with the regulation by its present effective date. We are advised that an additional period of 60 days will allow a sufficient period of time for full compliance with this requirement.

This amendment therefore extends the date on which cockpit check lists are to be required until July 19, 1948.

For the reasons stated above notice and public procedures hereon are impracticable. Since no additional burden is imposed on any person, the amendment may be made effective without prior notice.

The Civil Aeronautics Board hereby changes the effective date of Amendment 42-9 of Part 42 of the Civil Air Regulations (14 CFR, Part 42, as amended) from May 20, 1948, to July 19, 1948.

(Secs. 205 (a), 601, 604, 52 Stat. 984, 1007, 1010; 49 U.S.C. 425 (a), 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

(SEAL)

M. C. Mulligan
Secretary

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