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

Civil Air Regulations Amendment 61-3
Effective: January 8, 1947
Adopted: January 8, 1947

SCHEDULED AIR CARRIER APPROACH AND LANDING LIMITATIONS

Recent airline accident experience indicates that section 61.752 is inadequate to prevent low approaches under marginal weather conditions because this section is effective only when the Weather Bureau reports a "measured ceiling." When weather conditions are critical, ceilings reported as "measured" are only a small percentage of the total. The problem of instrument approach procedures and weather minimums as correlated with existing air navigation facilities is now being given joint study by the air carriers, the Administrator, and the Board; and it is anticipated that within the next few months such procedures and minimums may be modified to the extent that further change of section 61.752 may be desirable. In the meantime, immediate changes are required in order to provide for safer operations.

The Board finds that the public interest requires a revision of section 61.752 of the Civil Air Regulations, that such revision should be made effective immediately and that compliance with paragraphs (a) and (b) of section 4 of the Administrative Procedure Act is impracticable.

NOW, THEREFORE, EFFECTIVE January 8, 1947, section 61.752 of the Civil Air Regulations is amended to read as follows:

61.752 Approach and landing limitations. No instrument approach procedure shall be executed or landing made at an airport when the latest U. S. Weather Bureau weather report for that airport indicates the ceiling or visibility to be less than that prescribed by the Administrator for landing at such airport.

By the Civil Aeronautics Board:

/s/ *M. C. Mulligan*

M. C. Mulligan
Secretary

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Part 61 last printed August 1, 1946.