Civil Aeronautics Board

PART 61.--SCHEDULED AIR CARRIER RULES

The following amendments, together with Amendment Sheets Nos. 1 through 4, correct Civil Air Regulations Part 61.--Scheduled Air Carrier Rules (as amended to January 1, 1941) to October 15, 1941.

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AMENDMENT NO. 122: First Aid Equipment for Air Carrier Aircraft (effective October 1, 1941).

A new subsection is added reading as follows:

61.340 FIRST AID EQUIPMENT. No aircraft shall be operated in scheduled air transportation unless equipped with a conveniently accessible first aid kit adequate for proper first aid treatment of passengers and crew which shall contain certain medical equipment and supplies approved by the Administrator as suitable and sufficient for the type of operation involved.

AMENDMENT NO. 129: Revising the Qualifications For, and the Rules Governing the Operation of, Air Carriers (effective October 1, 1941).

1. Section 61.322, but not including any subsection thereof, is amended to read as follows:

61.322 DAY AND NIGHT OPERATION OVER WATER. The following rules will govern the operation of multi-engine aircraft in day or night operation over water.

2. Strike section 61.323.

3. A new section is added reading as follows:

61.340 SEAT BELT SIGN. An aircraft shall not be operated in scheduled air transportation unless a suitable means for warning passengers to fasten seat belts is provided. (THIS ITEM AMENDED BY AMENDMENT NO. 130.)

4. Sections 61.531 and 61.532 are amended to read as follows:

61.531 CONTINUANCE OF PILOT COMPETENCY. If, within any 90-day period, a first or second pilot has not made at least two take-offs and landings in scheduled air transportation in aircraft of a particular make and model, such person shall not thereafter serve or be employed to serve as a first or second pilot in aircraft of that make and model in such transportation without having made at least three take-offs and landings in such aircraft with one-half to three-fourths useful load and, if he is to serve in such transportation at night, without having made at least one of the three take-offs and landings at night. No persons shall be carried during such three take-offs and landings other than personnel of the air carrier or other air carriers and inspectors of the Administrator

61.532 (Unassigned).

5. Strike the phrase "air carrier dispatcher" or "airline dispatcher" wherever it appears and insert in lieu thereof "aircraft dispatcher".

6. Section 61.7020(a) is amended to read as follows:

61.7020(a) VISUAL-CONTACT OPERATION (DAY OR NIGHT). No air carrier aircraft shall be dispatched or shall take off without fuel and oil sufficient, considering the wind and other weather conditions to be encountered during the course of the flight, to complete flight to the first point of landing specified in the clearance, and thereafter to fly for a period of at least 45 minutes at normal cruising consumption for the flight.

7. Section 61.7021(b) is amended to read as follows:

61.7021(b) INSTRUMENT OR OVER-THE-TOP OPERATION (DAY OR NIGHT). No air carrier aircraft shall be dispatched or shall take off without fuel and oil sufficient, considering the wind and other weather conditions to be encountered during the course of the flight. to complete such flight to the next point of landing specified in the clearance; and thereafter

(a) To fly to and land at the alternate airport for such point designated in the clearance which is most distant from such point, and thereafter

(b) To fly for a period of at least 45 minutes at normal cruising consumption for the flight.

8. Strike sections 61.7109, 61.71090(a), 61.71091(b), 61.71092(c), 61.71093(d), 61.71094(e), 61.71095(f) and 61.71096(g), and insert in lieu thereof the following:

61.7109 INSTRUMENT OR OVER-THE-TOP CLEARANCE. The following rules with respect to weather conditions shall govern the dispatch of air carrier aircraft in air transportation for instrument or over-the-top flight:

61.71090 WEATHER CONDITIONS AT TERMINAL OR INTERMEDIATE AIRPORTS. Air carrier aircraft shall not be dispatched in air transportation unless:

(1) The observed weather information and current weather forecasts, pertaining to all landing points specified in the clearance, give sufficient indication at the time of clearance that the ceilings and visibilities are, or will be, when the flight would arrive at such point or points, at or above the minimums specified in the weather competency letter for letting-down-through; and

(2) The alternate airports required by § 61.71091 are specified.

61.71091 ALTERNATE AIRPORT REQUIREMENT.

(a) When the observed weather information and current weather forecasts pertaining to a landing point specified in the clearance indicate, at the time of clearance, that the ceiling and visibility are, and will remain until the flight would arrive at such point, at or above the minimums specified in the weather competency letter for letting-down-through, there shall be at least one alternate airport specified on the appropriate flight clearance for such point.

(b) When, at the time of clearance, the ceiling or visibility at a landing point specified in the clearance is below the minimums specified in the weather competency letter for letting-down-through, but the weather reports pertaining to such point at the time of clearance show a trend, by the hourly sequence and current forecasts that indicates that the weather conditions will improve to or above such minimums upon arrival of the flight at such point two alternate airports shall be specified in the appropriate flight clearance for such point.

61.71092 TYPES OF ALTERNATE AIRPORTS.

(a) If an alternate referred to in § 61.71091 is equipped with a radio range the weather conditions existing thereat at the time of clearance must be equal to, or above, the ceilings and visibilities specified in the weather competency letter for letting-down-through at such airport when using it as an alternate airport and the hourly weather report sequence and current forecasts shall show a trend that indicates that such weather conditions will continue or improve at such alternate airport until the flight shall arrive thereat. The weather minimums at such alternate airport shall in no case be less than one of the following:

(1) A ceiling of 1,000 feet and visibility of 1 mile;

(2) A ceiling of 900 feet with a visibility of 1 1/2 mile; or

(3) A ceiling of 800 feet with a visibility of 2 miles.

(b) If an alternate referred to in § 61.71091 is not equipped with a radio range, the weather conditions existing thereat at the time of clearance. must be equal to, or better than, broken clouds and a ceiling of 1,000 feet and a visibilitv of 2 miles, and the hourly weather report sequence and forecasts shall show a trend that gives sufficient indication of weather conditions continuing or improving until the flight shall arrive thereat: PROVIDED, That the Administrator may, in the interest of safety, prescribe higher minimums at individual airports.

9. Section 61.7100 is amended to read as follows:

61.7100 NECESSITY FOR DISPATCHING AUTHORIZATION. No scheduled air carrier flight shall be started except on the authority of an aircraft dispatcher whose name appears in the airman competency letter as qualified for the route, or part thereof, on which the flight takes off. No such authority is required for take-offs from an intermediate stop between points specified in the original clearance unless the flight has been delayed for any reason more than 30 minutes. (See § 61.7103 for new flight clearance.)

AMENDMENT NO. 130: Revising the Qualifications For, and the Rules Governing the Operation of Air Carriers (effective September 12, 1941).

Item 3 of Amendment No. 129 is amended to read as follows:

3. A new section is added reading as follows:

61.342 SEAT BELT SIGN. An aircraft shall not be operated in scheduled air transportation unless a suitable means for warning passengers to fasten seat belts is provided.

AMENDMENT NO. 132: Maintenance of Dispatcher Qualifications (effective October 1, 1941).

Section 61.554 is amended to read as follows:

61.554 MAINTENANCE OF QUALIFICATIONS. Each dispatcher listed in the air carrier airmen competency letter shall maintain his familiarity with the route or routes on which he dispatches air carrier aircraft in scheduled operations and with the items set forth in § 61.55301 through § 61.55316.

AMENDMENT NO. 134: Air Carrier Operations Outside the Continental Limits of the United States Excepted From Part 61 (effective October 1, 1941).

1. Strike the word "(INTERSTATE)" from the title of Part 61.

2. Strike the phrase "interstate air transportation" from § 61.0 and insert in lieu thereof "interstate air transportation within the continental limits of the United States."

3. Section 61.00, not including subparagraphs (a) and (b) is amended to read as follows:

61.00 CERTIFICATE REQUIRED. No scheduled air carrier shall be operated in interstate air transportation within the continental limits of the United States for the carriage of mail, goods, or persons, or any combination thereof, unless --

4. Section 61.01, not including subparagraphs (a) and (b) is amended to read as follows:

61.01 VIOLATION OF TERMS. No scheduled air carrier shall be operated in interstate air transportation within the continental limits of the United States for the carriage of mail, goods, or persons, or any combination thereof, in violation of any of the terms, conditions, specifications, limitations, or other provisions --

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REGULATION , SERIAL NO. 182: Special Regulation re Operation by Air Carriers of Multi-engine Land Aircraft over the Lower Bay of New York Harbor (effective August 21, 1941).

"Notwithstanding the provisions of §§ 61.3220 and 61.3230, scheduled air carriers in air transportation may operate multi-engine land aircraft on a direct route between Keyport, New Jersey, and New York Municipal Airport, La Guardia Field, New York, over the Lower Bay of New York Harbor at a distance beyond gliding distance from shore without the aid of power when such operation is authorized by the Administrator in the interest of safety."

REGULATION, SERIAL NO. 188: Special Regulation Applicable to Air Carrier Aircraft Taking Off From the Washington National Airport (Effective September 30, 1941).

"Notwithstanding the provisions of § 61.7209 of the Civil Air Regulations, air carrier aircraft operated in scheduled air transportation taking off from the Washington National Airport may be banked when an altitude not lower than 300 feet has been attained and the aircraft has passed over the boundaries of the Washington National Airport."

REGULATION, SERIAL NO. 192: Special Regulation re Operation of Multi-engine Land Aircraft by Air Carriers over San Francisco Bay (effective October 3, 1941).

"Notwithstanding the provisions of §§ 61.3220 and 61.3230, scheduled air carriers in air transportation may operate multi-engine land aircraft on a direct route between Oakland Municipal Airport, Oakland, California, and San Francisco Municipal Airport, San Francisco, California, over the San Francisco Bay at a distance beyond gliding distance from shore without the aid of power when such operation is authorized by the Administrator."
