CAM 42

CIVIL AERONAUTICS MANUALS—Volume VII

Federal Aviation Agency

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Supplement No. 10 **April 1, 1959**

SUBJECT: Revisions to Civil Aeronautics Manual 42 dated August 1956.

The purpose of this supplement is to include Special Civil Air Regulation No. SR–429, effective February 3, 1959.

SR–429 reclassifies the present "Alaskan pilot-owner" as an "Alaskan Air Taxi Operator" and enlarges the permissible activities of such Alaskan pilot-owners.

New material is indicated by brackets.

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William B. Davis

WILLIAM B. DAVIS, *Director,*
Bureau of Flight Standards.

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performance credit is to be applied and shall not exceed that established in compliance with the provisions of paragraph (b) of this section.

(b) The flight path, with the engines operating at the power and/or thrust appropriate to the airplane configuration and with standby power in use, shall lie above the flight path without standby power in use at the maximum weight at which all of the applicable airworthiness requirements are met. In addition, the flight paths shall comply with the provisions of subparagraphs (i) and (ii) of this paragraph.

(i) The flight paths shall be established without changing the appropriate airplane configuration.

(ii) The flight paths shall be carried out for a minimum height of 400 feet above the point where standby power is actuated.

(6) *Airplane configuration, speed, and power and/or thrust; general.* Any change in the airplane's configuration, speed, and power and/or thrust shall be made in accordance with the procedures established by the applicant for the operation of the airplane in service and shall comply with the provisions of paragraphs (a) through (c) of this section. In addition, procedures shall be established for the execution of balked landings and missed approaches.

(a) The Administrator shall find that the procedure can be consistently executed in service by crews of average skill.

(b) The procedure shall not involve methods or the use of devices which have not been proven to be safe and reliable.

(c) Allowances shall be made for such time delays in the execution of the procedures as may be reasonably expected to occur during service.

(7) *Installation and operation; standby power.* The standby power unit and its installation shall comply with the provisions of paragraphs (a) and (b) of this section.

(a) The standby power unit and its installation shall not adversely affect the safety of the airplane.

(b) The operation of the standby power unit and its control shall have proven to be safe and reliable.

[SPECIAL CIVIL AIR REGULATION NO. SR-429

[Effective: February 3, 1959
[Adopted: December 30, 1958

[Authorization for Alaskan Air Taxi Operators to Conduct Operations Under the Provisions of Part 42 of the Civil Air Regulations

[Notwithstanding the provisions of Parts 41 and 42 of the Civil Air Regulations, any Alaskan air taxi operator as defined in section 293.1(a) (2) of part 293 of the Economic Regulations shall be certificated and shall conduct operations in air transportation in accordance with the provisions of Part 42 of the Civil Air Regulations. An air carrier operating certificate presently issued by the Civil Aeronautics Administration to an Alaskan pilot-owner shall, until its

stated expiration date, be valid as an air carrier operating certificate for Alaskan air taxi operations, unless such certificate is sooner surrendered, suspended or revoked. Such certificate may be renewed as an air carrier operating certificate for Alaskan air taxi operations.

[This regulation shall terminate two years after its effective date unless sooner terminated or rescinded by the Board.]

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