MAY 9 1962

U. S. Department of Commerce — Civil Aeronautics Administration

Civil Aeronautics Manuals and supplements thereto are issued by the Office of Aviation Safety, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

Supplement No. 13 — July 1, 1952

SUBJECT: 61.231
Radio Ground Check

The purpose of this supplement is to revise a previous interpretation of the subject regulation in accordance with agreement reached between the CAA, the CAB and the industry.

It is recognized that compliance with the interpretation necessarily depends on the availability of test equipment required to conform to acceptable industry standards referred to in this supplement. Therefore, CAA agents did not require strict adherence to the terms of this supplement prior to July 1, 1952, at which time all air carrier operators should have obtained the required equipment and established necessary procedures.

In view of the above explanation, although this material appeared in the Federal Register as of January 29, 1952, the attached new page bears an effective date of July 1, 1952.

Instructions for the insertion of revised manual page.

REMOVE AND DESTROY THE FOLLOWING PAGE:	INSERT IN LIEU THEREOF:
61.231	61.231

William B. Davis
for E. S. Hensley
Director, Office
of Aviation Safety

Attachment

Distribution: Air 4, 11, 14, 40 all tabs, 40B,
Air 40D, 40-F-1, 40-1, 22C (4 each)
Air 22C-1 (4 each)

"CAR 61.231 Radio ground check. Before departure from the originating terminal on any scheduled air carrier operation, at least one check shall be made by the pilot of the radio system to be used in flight."

61.231-1 RADIO GROUND CHECK. (CAA interpretation which applies to Section 61.231).

At the time of adoption of CAR 61.231, all radio systems used for radio communications and navigation could be adequately checked by the pilot prior to take-off on originating flights. The state of the art has since advanced to more complex systems which do not lend themselves to ground checks by the pilot. It is the opinion of the Administrator that if equipment in this category is comprehensively checked for satisfactory operational performance at the most frequent check period in the Operations Specifications - Maintenance (other than pre-flight or daily) of air carriers using this equipment coupled with frequent in-flight checks by pilots during regular operations, the desired safety level will be maintained. Therefore, maintenance of equipment in this category in accordance with acceptable industry standards will be considered as meeting the intent of this requirement for the category of equipment which cannot be adequately ground checked by the pilot. This interpretation in no way relieves the pilot of the responsibility of checking other radio systems to be used in flight prior to departure.