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Supplement No. 6 — December 13, 1950

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SUBJECT: 61.294
Mechanical Interruptions

The Office of Aviation Safety announces the attached interpretation and policy concerning mechanical interruptions in flight.

61.294-1 POWERPLANT FAILURE OR PRECAUTIONARY STOPPAGE

The attached page setting forth the Civil Aeronautics Administration's policy and interpretation of section 61.294 of the Civil Air Regulations should be retained as a page in a series of statements that will be issued explaining or implementing Civil Air Regulation Part 61.

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

Attachment

DISTRIBUTION: Air 4, 4A, 5, 6, 11, 14, 40 All Tabs, 40B, 40D, 40-F-1

"CAR 61.294 Mechanical interruptions. In the event of any mechanical failure or interruption (including failure of engine, flight instrument, radio, or other essential component of the aircraft) which may involve the safety of the flight, the pilot shall proceed to and land at the nearest place where a safe landing can be effected."

61.294-1 POWERPLANT FAILURE OR PRECAUTIONARY STOPPAGE. (CAA policies and interpretations which apply to section 61.294.)

As the failure or precautionary stoppage of an engine may involve the safety of a flight, in all cases when an engine of an aircraft fails in flight or when the rotation of an engine is stopped in flight for any reason, a landing shall be made at the nearest suitable airport in point of time where a safe landing can be effected. In the event of such an occurrence, the pilot should immediately notify the appropriate company ground station(s) of this fact and of his intended course of action. He should thereafter continue to keep the appropriate company ground station(s) informed as to the progress of the flight.

The pilot may exercise his emergency authority under CAR 61.310 and select an airport other than the nearest suitable airport in point of time at which a safe landing could be effected if he finds after a consideration of all factors and circumstances which might affect the safety of the flight that a landing at the airport of his selection would be as safe a procedure. In all such cases the written report required by CAR 61.310 should be submitted as reqired therein, setting forth the reasons why the pilot considered this to be as safe a procedure.