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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. 10 — December 21, 1951

SUBJECT: 61.310 Emergency decisions.

The Office of Aviation Safety announces the attached interpretation concerning emergency decisions. This supplement should be retained as one of a series that will be issued explaining or implementing Civil Air Regulations Part 61.

61.310-1 Emergency decisions.

These requirements supersede those outlined in Safety Regulation Release No. 242. CAM 61.310-1 appeared in the Federal Register on May 16, 1951.

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Director, Office of
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Attachment

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

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§61.310 Emergency decisions. The pilot in command is authorized, in emergency situations which require immediate decision and action, to resolve upon a course of action which is required by the factors and information available to him. He may, in such situations, deviate from prescribed methods, procedures, or minimums to the extent required by considerations of safety. When such emergency authority is exercised, the pilot shall, to the extent possible, keep the proper control station fully informed regarding the progress of the flight. He shall submit a written report of any such deviation to his operations manager. The operations manager shall furnish a copy of such report, with his comments, promptly to the Administrator.

§ 61.310-1 Emergency decisions. (CAA interpretations which apply to §61.310.) The term "emergency situations," as used in this section, is interpreted to mean an unexpected occurrence or condition requiring immediate action to meet its danger. Under certain circumstances, an unexpected occurrence or condition might include icing conditions, engine or structural failure, weather conditions, danger of collision, etc. It is not intended that such an occurrence or condition must become critical before emergency authority is exercised. The pilot shall make a common sense evaluation of the factors and information available to him. If, after such an evaluation, he reasonably believes that an emergency exists or will be created, he is permitted to exercise his emergency authority and deviate from prescribed regulations and procedures to the extent required by considerations of safety.