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AM-42

FEDERAL AVIATION AGENCY
FLIGHT STANDARDS SERVICE
Washington 25, D. C.

October 9, 1962

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 62-39A

SUBJECT: Aircraft Certification and Operation Rules for Supplemental Air Carriers, Large Commercial Operators, and Certificated Route Air Carriers Engaging in Charter Flights or Other Special Services

In the notice of proposed rule making on this subject (Draft Release 62-39) published in the Federal Register August 22, 1962 (26 F.R. 8356), an error appears in section 42.396(a)(1)(iii) of the proposed revision of Part 42 of the Civil Air Regulations which changes the original intent of this section.

The words "plus 10 percent" should be corrected to read "plus 15 percent." In addition, the wording of paragraph (a)(1)(iii) needs clarification.

Accordingly, pursuant to the authority delegated to me by the Administrator (14 CFR 405.27), notice is hereby given that section 42.396(a)(1) as proposed in Draft Release 62-39 is hereby changed to read as follows:

42.396 Fuel supply for all operations; airplanes.

(a) Reciprocating-engine and turbopropeller-powered airplanes.

(1) No airplane shall be dispatched or released for flight unless it carries sufficient fuel, considering the wind and other weather conditions expected, to comply with the following:

(i) To fly to and land at the airport to which it is dispatched or released, and thereafter;

(ii) To fly to and land at the most distant alternate airport designated in the dispatch or flight release, and thereafter;

(iii) To fly for a period of at least 45 minutes at normal cruising consumption, except that;

(iv) If the airplane is dispatched or released from the United States to an airport outside thereof, to an airport within the United States from a place outside thereof, or from any place to an airport within the State of Alaska or Hawaii or the several Territories and possessions of the United States, to fly for a period of at least 30 minutes plus 15 percent of the total time required to fly at normal cruising consumption to the airports listed in subdivisions (i) and (ii) of this subparagraph, or to fly for 90 minutes at normal cruising consumption, whichever is lesser.

In view of the aforementioned change in the proposal, notice is hereby given that the time in which comment will be received on this proposed section is extended to November 15, 1962. Comments should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room A-103, 1711 New York Avenue, N. W., Washington 25, D. C.


Acting Director,
Flight Standards Service