UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

Civil Air Regulations Amendment 04-3
Effective: April 6, 1945
Adopted: April 6, 1945

MODIFIED PERFORMANCE REQUIREMENTS FOR MULTIENGINE AIRPLANES NOT CERTIFICATED IN THE TRANSPORT CATEGORY

Effective April 6, 1945, § 04.71 of the Civil Air Regulations is amended to read as follows:

04.71 Modified performance requirements for multiengine airplanes not certificated in the transport category. The weight of any multiengine airplane manufactured pursuant to a type certificate issued prior to January 1, 1941, may be increased beyond the values corresponding to the landing speed specified in § 04.700 and take-off requirements of § 04.701, subject to the following conditions:

(a) The increased weight shall be known as the provisional weight (§ 04.103). The standard weight (§ 04.102) shall be the maximum permissible weight for landing. The provisional weight shall be the maximum permissible weight for take-off.

(b) Compliance with all the airworthiness requirements except landing speed and take-off is required at the provisional weight, except that the provisional weight may exceed the design weight on which the structural loads for the landing conditions are based by an amount not greater than 15 percent, provided that the airplane is shown to be capable of safely withstanding the ground or water shock loads incident to taking off at the provisional weight.

(c) The airplane shall be provided with suitable means for the rapid and safe discharge of a quantity of fuel sufficient to reduce its weight from the provisional weight to the standard weight.

(d) In no case shall the provisional weight exceed a value corresponding to a landing speed of 5 miles per hour in excess of that specified in § 04.700, a take-off distance of 1,500 feet in the case of landplanes, or a take-off time of 60 seconds in the case of seaplanes; nor shall any provisional weight authorized in respect to any type of airplane after January 1, 1945, exceed the value corresponding to a rate of climb of at least 180 feet per minute at an altitude of 5,000 feet with the critical engine inoperative, its propeller windmilling with the propeller control in a position which would allow the engine (if operating