

*new part 61
1-1-41*

THE UNITED STATES OF AMERICA
CIVIL AERONAUTICS AUTHORITY
WASHINGTON, D. C.

At a session of the Civil Aeronautics Authority
held at its office in Washington, D. C.,
on the 21st day of May, 1940.

Acting pursuant to the authority vested in it by the
Civil Aeronautics Act of 1938, particularly sections 205 (a),
601 (a) and 604 (a) of said Act, and finding that its action
is desirable in the public interest and is necessary to carry
out the provisions of and to exercise and perform its powers
and duties under said Act, the Civil Aeronautics Authority
hereby amends the Civil Air Regulations as follows:

AMENDMENT NO. 52
OF THE CIVIL AIR
REGULATIONS

DISCONTINUING THE
REQUIREMENT OF WEATHER
INTERRUPTION REPORT FORMS

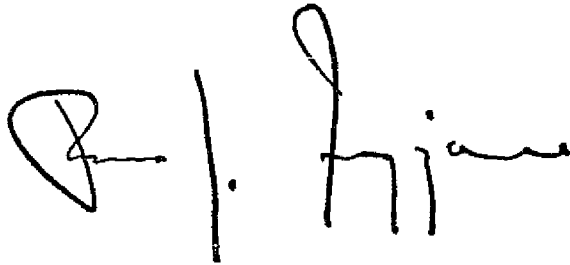
Effective June 20, 1940, section 61.93 of the Civil
Air Regulations is amended to read as follows:

"61.93 Weather Interruption An air carrier shall main-
tain and make readily available to inspectors of the Authority
for not less than 1 year from the date of the flight the
records pertaining to any flight of aircraft engaged in air
transportation which, because of unfavorable weather condi-
tions, was interrupted by either;

- (a) Failure to land at the point or points to which the flight was cleared;
- (b) A landing at a point other than that to which the flight was specifically cleared;
- (c) Landing at points cleared to other than in the progressive order of landing specified in the flight clearance; or
- (d) A re-clearance by radio during flight.

Such records shall include at least the flight plan, flight log, company clearance form, and weather reports upon which the clearance was based."

By the Authority:

A handwritten signature in black ink, appearing to read "P. J. Frizzell". The signature is written in a cursive style with a large initial "P" and a vertical line separating the first and last names.

Paul J. Frizzell
Secretary

(SEAL)