

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

Effective: October 26, 1955
Adopted: October 25, 1955

SPECIAL CIVIL AIR REGULATION

PROVISIONAL MAXIMUM TAKE-OFF WEIGHTS FOR CERTAIN AIRPLANES OPERATED
BY ALASKAN AIR CARRIERS AND BY THE DEPARTMENT OF THE INTERIOR

On October 23, 1953, the Civil Aeronautics Board adopted Special Civil Air Regulation No. SR-399, effective October 25, 1953, (18 F.R. 6799) which authorized the Administrator to establish increased maximum take-off weights for certain airplanes of 12,500 pounds or less operated by Alaskan air carriers and by the United States Department of the Interior in the Territory of Alaska. The authority contained in SR-399 terminates on October 25, 1955. Since the domestic economy of Alaska is greatly dependent upon the continued operation of Alaskan air carriers using airplanes of 12,500 pounds or less, and since the Department of the Interior expects to continue to use such airplanes in the Territory of Alaska, the authority currently provided by this special regulation is being extended for a period of 5 years. However, during this period the Board will study further the operating conditions and the types of airplanes in use in Alaska to determine whether this authorization should be permitted to expire or be extended 5 years hence or be made a permanent part of the Civil Air Regulations.

Interested persons have been afforded an opportunity to participate in the making of this regulation and due consideration has been given to all relevant matter presented. Since this regulation imposes no additional burden on any person, it may be made effective on less than thirty days' notice.

In view of the foregoing, the Civil Aeronautics Board hereby makes and promulgates a Special Civil Air Regulation, effective October 26, 1955, to read as follows:

1. The Administrator is hereby authorized to establish a maximum authorized weight for airplanes type certificated under the provisions of Aeronautics Bulletin No. 7-A of the Aeronautics Branch of the U. S. Department of Commerce, dated January 1, 1931, as amended, or under the normal category of Part 4a, which are operated entirely within the Territory of Alaska by Alaskan air carriers as designated by Part 292, as amended, of the Board's Economic Regulations or by the U. S. Department of the Interior in the conduct of its game and fish law enforcement activities and its management, fire detection, and fire suppression activities with respect to public land.

2. The maximum authorized weight herein referred to shall not exceed any of the following:

(a) 12,500 pounds,

(b) 115 percent of the maximum weight listed in the CAA Aircraft Specification,

(c) The weight at which the airplane meets the positive maneuvering load factor requirement for the normal category specified in § 3.186 of the Civil Air Regulations, or

(d) The weight at which the airplane meets the climb performance requirements under which it was type certificated:

3. In determining the maximum authorized weight the Administrator shall also consider the structural soundness of the airplane and the terrain to be traversed in the operation.

4. The maximum authorized weight so determined shall be added to the airplane's operation limitations and identified as the maximum weight authorized for operations within the Territory of Alaska.

This regulation supersedes Special Civil Air Regulation No. SR-399, and shall terminate October 25, 1960, unless sooner superseded or rescinded.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 603, 604, 52 Stat. 1007, 1009, 1010, as amended; 49 U.S.C. 551, 553, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SFAL)

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