

UNITED STATES OF AMERICA  
FEDERAL AVIATION AGENCY  
WASHINGTON, D. C.

Effective: Feb. 1, 1964  
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[Reg. Docket No. 3060; Amdt. 1, Reg. No. SR-450A]

- PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES**
- PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES**
- PART 41—CERTIFICATION AND OPERATION RULES FOR CERTIFICATED ROUTE AIR CARRIERS ENGAGING IN OVERSEAS AND FOREIGN AIR TRANSPORTATION AND AIR TRANSPORTATION WITHIN HAWAII AND ALASKA**
- PART 42—AIRCRAFT CERTIFICATION AND OPERATION RULES FOR SUPPLEMENTAL AIR CARRIERS, COMMERCIAL OPERATORS USING LARGE AIRCRAFT, AND CERTIFICATED ROUTE AIR CARRIERS ENGAGING IN CHARTER FLIGHTS OR OTHER SPECIAL SERVICES**
- PART 91—GENERAL OPERATING AND FLIGHT RULES (NEW)**

**Special Civil Air Regulation; Airspeed Operation Limitation for Transport Category Airplanes**

Special Civil Air Regulation No. SR-450A, effective August 31, 1962, requires, in part, that on or before February 1, 1964, all turbine-powered transport category airplanes certificated under the provisions of Part 4b in effect prior to May 3, 1962, be equipped with an aural speed warning device.

A number of operators of turboprop airplanes affected by SR-450A have requested further extension of this compliance date, contending that in some cases unforeseen delays occurred in the development of a satisfactory device and in others difficulties in production caused a high rate of rejection. These operators state that the necessary parts cannot be obtained in time to permit completing the installation and checking by the February 1, 1964, compliance date. A few of these operators requested, and were granted, individual extensions of the compliance date until April 1, 1964, which

they considered a sufficient time in which to comply. However, a majority of the operators have found that a longer extension is necessary to comply with the provisions of section 1(b) of SR-450A.

The Agency has determined that, for the aforementioned reasons and despite diligent efforts on their part, many persons affected by SR-450A will not be able to comply with the provisions of section 1(b) before the specified date of February 1, 1964. The requirements of section 1(a), governing the airplane flight manual and airspeed instrument marking, have been complied with, and will permit an indication of the  $V_{MO}$  speed limit on these turboprop airplanes. In view of this, a further period of relief may be granted to operators of turboprop airplanes without adversely affecting safety. In general, operators of other turbine-powered airplanes have not experienced the same difficulty in meeting the February 1, 1964, compliance date and no generally applicable extension is necessary for such airplanes. Accordingly, SR-450A is being amended to change the February 1, 1964, compliance date to August 1, 1964, for turboprop airplanes.

Since this amendment provides relief from a previous regulation and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, effective February 1, 1964, section 1(b) of Special Civil Air Regulation No. SR-450A is hereby amended by deleting the words "On or before February 1, 1964," and inserting in lieu thereof, "On or before August 1, 1964, for turboprop airplanes and on or before February 1, 1964, for all other turbine-powered airplanes,".

This amendment is made under the authority of sections 313(a), 601, 603, 604; 72 Stat. 752, 775, 776, 778, (49 U.S.C. 1354, 1421, 1423, 1424).

Issued in Washington, D.C., on January 27, 1964.

N. E. HALABY,  
Administrator.

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8:50 a.m.]

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