

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

Effective: May 14, 1947
Adopted: May 14, 1947

SPECIAL CIVIL AIR REGULATION

COMPLIANCE WITH AIR CARRIER FIRE PREVENTION REGULATIONS

Civil Air Regulations Amendments 41-3, 42-2, and 61-2 made effective by the Board on November 1, 1946, prescribed certain fire preventive design changes on airplanes used in passenger air carrier service. The regulations now require that all airplanes used in passenger air carrier service and which are to undergo major overhaul of fuselage or wing center section after May 1, 1947, shall be modified according to Amendments 41-3, 42-2, and 61-2. However, the air carriers have notified the Board that certain equipment and parts necessary for installation in compliance with these amendments are unavailable at the present time in sufficient quantity for initial installation and replacement during service. The Administrator has also advised the Board of this condition.

The Civil Aeronautics Board finds that temporary lack of certain equipment and parts required for compliance with Civil Air Regulations Amendments Numbers 41-3, 42-2, and 61-2 would force air carriers to take some of their presently operating airplanes out of passenger service after May 1, 1947; that the air carriers have endeavored to obtain all necessary equipment and parts in order to comply with the pertinent requirements; that, notwithstanding the lack of certain equipment and parts, the fire preventive measures of Amendments 41-3, 42-2, and 61-2 will be complied with, except with respect to those provisions for which the air carriers have been unable to obtain equipment or parts and have notified the Administrator accordingly; that such provisions will be complied with as soon as practicable after receipt by the air carriers of the necessary equipment and parts; and that for the reasons stated compliance with the notice and procedures required by paragraphs (a) and (b) of Section 4 of the Administrative Procedure Act is impracticable, and a delay in the promulgation of this Special Regulation would not be in the public interest.

NOW, THEREFORE: Effective May 14, 1947, compliance with the provisions in Civil Air Regulations Amendments 41-3, 42-2, and 61-2 shall not be required in those instances where the air carrier notifies the Administrator and shows that there exists a lack of equipment or parts necessary for compliance with specific provisions contained in these amendments. However, when such equipment or parts become available the air carrier shall comply with the pertinent provisions as soon thereafter as practicable. This Special Civil Air Regulation and the privileges granted thereby shall terminate November 1, 1947.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary