

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

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Effective: October 25, 1953

Adopted: October 23, 1953

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 September 20, 1949, the Civil Aeronautics Board adopted Special Civil Air Regulation SR-337 which authorized the Administrator to establish increased maximum take-off weights for certain airplanes under 12,500 pounds operated by Alaskan air carriers in the Territory of Alaska. On March 31, 1950, the Board in SR-344 delegated the same authority to the Administrator with respect to such airplanes operated in the Territory of Alaska by the Fish and Wild Life Service of the U. S. Department of the Interior. This authority was extended by Special Civil Air Regulations SR-375 and SR-376, respectively, until October 25, 1953. Due to the fact that the Alaskan domestic economy depends to large extent upon the continuation of air carrier operations, and since the Department of the Interior expects to continue the use of these airplanes in the Territory of Alaska, the authorization currently provided by these regulations is being extended.

The Board has been advised that the Bureau of Land Management of the Department of the Interior intends to operate airplanes under 12,500 pounds in the Territory of Alaska in its management, fire detection, and fire suppression activities with regard to public land. In view of this, the scope of this regulation has been extended to include such activities. The Board has also been advised that the provisions of section 2 (e) of the previous regulations have become an administrative burden in that, dependent upon the equipment installed in the individual airplanes, the maximum take-off weights might vary between airplanes of the same type. This section has been eliminated since adequate provisions governing the maximum take-off weights are otherwise provided in this regulation.

Since the substantive provisions of SR-375 and SR-376 are the same, the extension of the authority delegated to the Administrator in those regulations has been combined into this single regulation.

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 25, 1953, 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 Regulations SR-375 and SR-376, and shall terminate October 25, 1955, unless sooner superseded or rescinded.

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

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)