

Affects Parts: 4b, 40, 41, 42  
Distribution: General

Regulation No. SR-392A

W-430

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

Effective: July 1, 1955  
Adopted: June 29, 1955

SPECIAL CIVIL AIR REGULATION

POSITION AND ANTI-COLLISION LIGHT SYSTEMS ON TRANSPORT  
CATEGORY AIRPLANES

On April 9, 1953, the Board adopted Special Civil Air Regulation No. SR-392 which permits experimentation projects on a limited number of airplanes for the purpose of improving position light and anti-collision light systems. SR-392 terminates on June 30, 1955. The Board considers that further improvement of the conspicuity of transport airplanes is desirable and that continued experimentation along these lines should be permitted.

Although this special regulation makes some changes in the language used in SR-392 and Civil Air Regulations Draft Release No. 55-14, dated May 18, 1955, such changes are considered minor and have no substantive effect upon the authorization contained in SR-392 and extended by this special regulation. This regulation authorizes continued experimentation on a limited number of air carrier airplanes with position light and anti-collision light systems which deviate from the specifications prescribed in presently effective Part 4b of the Civil Air Regulations, provided such deviations are within limitations prescribed by the Administrator to be necessary for safety and for avoiding confusion in air navigation.

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 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective July 1, 1955:

Contrary provisions of the Civil Air Regulations notwithstanding, any air carrier may, subject to the approval of the Administrator, install and use experimentally, on a limited number of airplanes, equipment designed to improve the position light and anti-collision light systems presently specified in Part 4b of the Civil Air Regulations.

The Administrator shall prescribe such conditions and limitations as may be necessary to assure safety and to avoid confusion in air navigation, and shall require each carrier to disclose publicly its deviations from the requirements of Part 4b at times and in a manner which he deems consistent with the best interests of safety.

This regulation supersedes<sup>F</sup> Special Civil Air Regulation No. SR-392 and shall terminate June 30, 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

(SEAL)