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

Effective: May 28, 1959*
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SPECIAL CIVIL AIR REGULATION

PROVISIONAL MAXIMUM CERTIFICATED WEIGHTS FOR CERTAIN
AIRPLANES OPERATED BY ALASKAN AIR CARRIERS, ALASKAN AIR TAXI
OPERATORS, AND THE DEPARTMENT OF THE INTERIOR

Special Civil Air Regulations Nos. SR-399 and SR-399A, (18 F.R. 6799 and 20 F.R. 8091) authorized the Administrator to establish increased maximum authorized weights for certain airplanes of 12,500 pounds or less operated entirely within Alaska by Alaskan air carriers as designated by Part 292 of the Board's Economic Regulations or by the United States Department of the Interior. Effective February 3, 1959, the Civil Aeronautics Board amended Part 292 to eliminate Alaskan pilot-owners from the provisions of that Part (24 F.R. 437) and concurrently adopted new Part 293 (24 F.R. 127) redesignating such air carriers as Alaskan air taxi operators. Accordingly, in order to permit this new class of air carriers to continue operating airplanes under the increased maximum weights authorized by SR-399A, such regulations are revised to specifically include Alaskan air taxi operators. However, Alaskan air taxi operators will remain subject to the 7,900 pound weight limitation imposed by Part 293.

This special regulation does not impose any additional burden upon any person and is purely technical in nature. For these reasons, the Administrator finds that compliance with the notice, public participation and effective date provisions of section 4 of the Administrative Procedure Act is unnecessary. In consideration of the foregoing, I hereby adopt a Special Civil Air Regulation, effective immediately on the date of its publication in the FEDERAL REGISTER, to read as follows:

1. Notwithstanding any contrary provisions of the Civil Air Regulations, the Director, Bureau of Flight Standards and any employee of such administrative unit as he shall designate may increase the maximum certificated weight for airplanes which are:

(a) Operated entirely within the State of Alaska by an Alaskan air carrier or an Alaskan

air taxi operator pursuant to Parts 292 and 293, respectively, of the Civil Aeronautics Board's Economic Regulations, or by the United States Department of the Interior in the conduct of its game and fish law enforcement activities and its management, fire detection, and fire suppression activities concerning public lands; and

(b) Type certificated under the provisions of Aeronautical Bulletin No. 7 of the Aeronautics Branch of the United States Department of Commerce dated January 1, 1939, as amended, or under the normal category of Part 4a of the Civil Air Regulations.

2. The maximum certificated 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 FAA 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 certificated weight the structural soundness of the airplane and the terrain to be traversed in the operation will be considered.

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

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

(Sec. 313(a), 72 Stat. 752; 49 U.S.C. 1854. Interpret or apply secs. 601, 603, 604, 72 Stat. 775, 776, 778; 49 U.S.C. 1421, 1423, 1424)

Issued in Washington, D.C., on May 21, 1959.

JAMES T. PYLE,
Acting Administrator.

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