

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

Regulation No. SR-401A

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

Effective: August 25, 1955

Adopted: July 20, 1955

SPECIAL CIVIL AIR REGULATION

SMOKE AND FIRE DETECTORS

Prior to the effective date of this regulation, the rules in Part 4b of the Civil Air Regulations required the installation of smoke detectors in cargo compartments "B", "C", and "D" of transport category airplanes. Also the air carrier operating parts of the Civil Air Regulations required, on all passenger airplanes with engines of over 600 horsepower, the installation of smoke detectors in "B" and "C" compartments. On the other hand, Special Civil Air Regulation No. SR-401 permitted noncompliance with the smoke detector provisions in Part 4b and in the operating parts of the regulations until April 1, 1956.

As a result of studies and discussions conducted during the 1954 Annual Airworthiness Review, certain changes to the current provisions were indicated. This Special Civil Air Regulation reflects in part these changes by amending SR-401 so as to permit noncompliance with the smoke and fire detector provisions of the operating parts for cargo compartments until April 1, 1957. Concurrently with the promulgation of this special regulation, Parts 40, 41, and 42 are being amended to permit the installation of heat-type fire detectors in lieu of smoke detectors in cargo compartments "B" and "C." There is also being promulgated an amendment to Part 4b which incorporates the aforementioned change being made in the operating parts and, in addition, eliminates the requirement for smoke or fire detectors in cargo compartments "D."

In effect this special regulation will necessitate the installation of smoke or fire detectors in cargo compartments "B" and "C" of currently operated airplanes after April 1, 1957. However, there appears to be some question as to whether all the air carriers will have sufficient time for the procurement and installation of fire detectors on currently operated airplanes by that date. To alleviate any undue hardship, the provisions of this regulation permit the Administrator to extend the compliance date for any air carrier who applies for such an extension when he finds that the applicant has made a diligent effort to comply with the pertinent requirements of the operating parts and has shown that he will comply with them by a date certain.

Interested persons have been afforded an opportunity to participate ^{1/} in the making of this regulation, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective August 25, 1955:

1. Effective until April 1, 1957, notwithstanding the provisions of Parts 40, 41, and 42 of the Civil Air Regulations, no person shall be required to install or maintain smoke or fire detectors in airplane cargo compartments unless otherwise directed by the Administrator.

2. Upon application by an air carrier prior to April 1, 1957, the Administrator may authorize an air carrier to operate without full compliance with the fire detector requirements of Parts 40, 41, or 42 for a temporary period after April 1, 1957, where the Administrator finds that the air carrier has made a diligent effort to comply with the necessary fire detector requirements by April 1, 1957, and that the air carrier has shown that it will comply by a date certain.

This regulation supersedes Special Civil Air Regulation SR-401 and shall terminate on April 1, 1959, unless sooner superseded or rescinded by the Board.

(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)