

FEDERAL AVIATION AGENCY
FLIGHT STANDARDS SERVICE
Washington 25, D. C.

December 19, 1961

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-27

SUBJECT: Termination of Special Civil Air Regulation No. SR-392B,
Facilitation of Experiments With Exterior Lighting Systems

The Flight Standards Service of the Federal Aviation Agency is considering whether the privileges granted by Special Civil Air Regulation No. SR-392B should be continued in effect beyond its February 25, 1962, termination date. Special regulation SR-392B permits experimentation, with exterior lighting systems which do not comply with the standards prescribed in the Civil Air Regulations, on aircraft with standard airworthiness certificates.

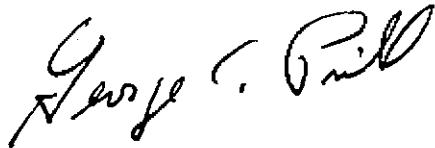
The reasons supporting the view that SR-392B need not be extended beyond February 25, 1962, are as follows:

- (1) The widespread private experimentation permitted by SR-392B has necessarily introduced some degree of ambiguity and confusion in night operations, which was justified in the past on the basis that the experiments would contribute to the development of improved safety rules dealing with exterior lighting. Five years of experimentation under this special regulation, however, have failed to produce any substantial body of sound objective evidence that revision of the currently effective lighting rules is necessary. The "experiments" often involved no more than the solicitation of observer comment on a newly devised lighting system, but without the use of controls to insure some measure of validity to the observations.
- (2) Federal Aviation Agency's Aviation Research and Development Service is prepared to undertake evaluation of any new exterior lighting system which might be presented, to determine its effectiveness relative to the system prescribed by the Civil Air Regulations. Evaluation by FAA (as opposed to evaluation by private experimenters) has the virtue of impartiality and the further advantage that modern test facilities, trained personnel, and advanced know-how can be applied to the task.
- (3) Termination of SR-392B would not prevent private lighting experimentation since such experiments could still be performed under the terms of an experimental airworthiness certificate. This procedure is relatively burdensome, but no more so than similar procedures applicable to all other classes of aircraft experiments.

On the other hand, the contrary view has been expressed that SR-392B has given a needed stimulus to the development of new lighting systems which, it is claimed, outperform the standard prescribed system.

To assist in resolving this question, the Flight Standards Service desires that all persons affected by the forthcoming expiration of SR-392B have the opportunity to submit pertinent arguments and evidence bearing on the need for further exterior lighting experimentation on aircraft with standard airworthiness certificates.

In order to insure consideration, comments must be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room C-226, 1711 New York Avenue, N. W., Washington 25, D. C. on or before January 22, 1962.



Director
Flight Standards Service

FEDERAL AVIATION AGENCY
FLIGHT STANDARDS SERVICE
SAFETY REGULATIONS DIVISION
Washington 25, D. C.

SR 392C

February 12, 1962

NOTICE OF CONFERENCE

SUBJECT: Termination of Special Civil Air Regulation No. SR-392C,
Facilitation of Experiments With Exterior Lighting Systems

Notice is hereby given that the Safety Regulations Division, Flight Standards Service, will conduct a conference in Washington, D. C., to discuss the need for an extension of Special Civil Air Regulation No. SR-392C beyond its June 25, 1962, termination date. SR-392C (copy attached) permits experimentation with exterior lighting systems (which do not comply with the standards prescribed in the Civil Air Regulations) on aircraft with standard airworthiness certificates.

Written comment on this issue was solicited from interested persons by means of Civil Air Regulations Draft Release No. 61-27, dated December 19, 1961, (copy attached), which outlined the major relevant arguments. The evidence submitted in response to this draft release is currently under study.

The scheduled conference will give interested persons an opportunity to supplement their written comments with oral presentations, to make additional evidence available, and to participate in direct discussions with government-industry technical people in the aircraft lighting field.

Persons planning to attend are requested to notify the Federal Aviation Agency, Safety Regulations Division, FS-40, Washington 25, D. C., before March 26, 1962, in order that adequate seating may be arranged. Those who cannot attend, but who desire to express views not previously submitted, are invited to write to the same address.

Date of Conference: Tuesday, April 3, 1962

Time: 9:30 A.M. to 5:00 P.M.

Place: Conference Room B
Departmental Auditorium
Constitution Avenue
Between 12th and 14th Streets, N. W.
Washington, D. C.



Edward C. Hodson, Acting Chief
Safety Regulations Division

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

Effective: February 3, 1962
Issued: January 30, 1962

Special Civil Air Regulation No. SR-392C

[Reg. Docket No. 1010; Reg. SR-392C]

Special Civil Air Regulation; Facilita-
tion of Experiments With Exterior
Lighting Systems

Special Civil Air Regulation No. SR-392B, adopted on February 25, 1957, permits experimentation with exterior lighting systems, which do not comply with the standards prescribed in the Civil Air Regulations, on aircraft with standard airworthiness certificates. Several conditions are imposed to insure that the number of aircraft engaged in the experiments is reasonably limited; that the experimental exterior lights are in fact installed for bona fide experimentation; and that the results of such experimentation become generally available. This special regulation expires on February 25, 1962.

In a notice of proposed rule making contained in Draft Release No. 61-37 and published in the Federal Register, December 23, 1961 (26 F.R. 12294), the Agency gave notice that it has under consideration the termination of SR-392B and requested comments from interested persons concerning this matter. In response to such request, the Agency has received numerous reports, arguments and other evidence. However, the volume of the comments received is such that there is not sufficient time remaining to review and evaluate such comments prior to the termination of SR-392B. Therefore, in order to afford the Agency the opportunity to fully consider all the relevant matter presented and to take whatever additional rule making action that may be indicated, it is necessary to extend the termination date of SR-392B to June 25, 1962.

Since this regulation continues in effect the provisions of the previous regulation and imposes no additional burden upon any person, compliance with the notice and public procedure provisions of the Administrative Procedure Act is unnecessary and good cause exists for making this regulation effective on

less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is adopted to become effective on February 3, 1962:

Contrary provisions of the Civil Air Regulations notwithstanding, experimental exterior lighting equipment which does not comply with the relevant specifications contained in the Civil Air Regulations may, subject to the approval of the Administrator, be installed and used on aircraft for the purpose of experimentation intended to improve exterior lighting for a period not to exceed six months; *Provided, That:*

(1) The Administrator may grant approval for additional periods if he finds that the experiments can be reasonably expected to contribute to improvements in exterior lighting;

(2) Not more than 15 aircraft possessing a U.S. certificate of airworthiness may have installed at any one time experimental exterior lighting equipment of one basic type;

(3) The Administrator shall prescribe such conditions and limitations as may be necessary to insure safety and avoid confusion in air navigation;

(4) The person engaged in the operation of the aircraft shall disclose publicly the deviations of the exterior lighting from the relevant specifications contained in the Civil Air Regulations at times and in a manner prescribed by the Administrator; and

(5) Upon application for approval to conduct experimentation with exterior lighting, the applicant shall advise the Administrator of the specific purpose of the experiments to be conducted; and, at the conclusion of the approved period of experimentation, he shall advise the Administrator of the detailed results thereof.

This regulation supersedes Special Civil Air Regulation No. SR-392B and shall terminate June 25, 1962, unless sooner superseded or rescinded.

(Secs. 313(a), 601, 603; 74 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on January 30, 1962.

N. E. HALABY,
Administrator.

[P.R. Doc. 62-1145; Filed, Feb. 2, 1962;
8:46 a.m.]