Regulations
Serial Number SR-360

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

Effective: January 11, 1951
Adopted: January 11, 1951

SPECIAL CIVIL AIR REGULATION

SAFETY BELTS

Currently effective Civil Air Regulations require that aircraft manufactured after January 1, 1951, shall be equipped with safety belts approved on the basis of TSO C-22a in accordance with the amendments adopted by the Board on December 29, 1949.

The Board recognizes that current demands upon our domestic economy are resulting in shortages of materials and that requirements may necessitate restraints on their civilian use. Accordingly, this regulation is intended to permit aircraft manufacturers to utilize safety belts which comply with the provisions of the Civil Air Regulations effective prior to January 1, 1951, whenever, as at present, shortages in the supply of safety belts which comply with Technical Standard Order C-22a or of safety belts which meet substantially equivalent standards, particularly those meeting military standards, would seriously delay the delivery of newly manufactured aircraft. It should be noted that this regulation is not intended to permit the continued manufacture for civilian use of safety belts which do not comply with TSO C-22a.

For the reasons set forth above, notice and public procedure hereon are impracticable and contrary to public interest, and the Board finds that good cause exists for making this Special Civil Air Regulation effective immediately.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates a Special Civil Air Regulation, effective immediately, to read as follows:

Contrary provisions of the Civil Air Regulations notwithstanding, the Administrator shall authorize the installation in newly manufactured aircraft of safety belts which comply with the provisions of the Civil Air Regulations effective prior to January 1, 1951, where, because of shortages, there is no available supply of safety belts which comply with Technical Standard Order C-22a or of safety belts which are substantially equivalent, particularly those meeting military standards. Each safety belt assembly installed for use in civilian aircraft shall be marked on both ends with its date of manufacture.

This regulation shall terminate December 31, 1951, unless sooner superseded or rescinded.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; 49 U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)