Affects Part: 4b, 40, 41, 42, 43, 45, 61
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Regulation No. SR-392

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

Effective: May 16, 1953
Adopted: April 9, 1953

SPECIAL CIVIL AIR REGULATION

POSITION AND ANTI-COLLISION LIGHT SYSTEMS ON TRANSPORT CATEGORY AIRPLANES

In the preamble to Special Civil Air Regulation SR-390, which superseded SR-361, it was stated that the Board was considering a revised Special Civil Air Regulation which would permit experimentation projects on a limited number of airplanes for the purpose of improving position light and anti-collision light systems. The Board considers that further inprovement of the conspicuity of transport airplanes is desirable and that continued experimentation along these lines should be permitted.

This special regulation authorizes experimentation on a limited number of transport airplanes with position light and anti-collision light systems which deviate from the specifications prescribed in the presently effective Part 4b, provided that such deviations are within limitations prescribed by the Administrator to be necessary for safety and for avoiding confusion in air navigation. In promulgating this regulation, Special Civil Air Regulation SR-390 is superseded.

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.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective May 16, 1953:

Contrary provisions of the Civil Air Regulations notwithstanding, any air carrier may, subject to the approval of the Administrator, engage, while operating airplanes in scheduled or other service, in experimentation, on a limited number of airplanes, with projects designed to improve the position light and anti-collision light systems persently 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 Special Civil Air Regulation SR-390, and shall terminate June 30, 1955, 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, as amended, 49 U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)