Affects Part: 1
Distribution: General

Regulation No. SR-412B

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

Effective: July 16, 1958
Adopted: June 11, 1958

SPECIAL CIVIL AIR REGULATION

EXTENSION OF THE TERMINATION DATE OF SPECIAL CIVIL AIR REGULATION NO. SR-412A AND DELETION OF THE REQUIREMENT FOR AFFIXING IDENTIFICATION MARKS BY JULY 27, 1958

Special Civil Air Regulation No. SR-412A permits aircraft identification marks to be affixed to the vertical tail or fuselage side surfaces of fixed-wing aircraft in lieu of the markings required by Part 1. In the promulgation of SR-412A the Board required that such identification markings be affixed in accordance with that regulation by July 27, 1958. Since the regulation would remain in effect until July 27, 1960, those using the new markings would be assured of being able to display the marks for a reasonable period of time.

Many persons have identified their aircraft in accordance with the provisions of SR-412A and have had very favorable operational experience using the method of marking permitted by that regulation. However, the Board has been advised that if SR-412A were amended to allow an extension beyond July 27, 1958, for affixing the markings, and if the July 27, 1960, termination date of the regulation were extended to December 31, 1960, many other interested persons would take advantage of the alternate method. In addition, several air carriers will be enabled to complete the identification of their fleets in accordance with methods presently authorized by SR-412A. In view of these considerations, and the increased information that should become available to the Board in making a final determination with respect to identification marking requirements, the Board is extending the authorization contained in SR-412A.

Persons who choose to display the new markings in accordance with this regulation may affix such markings to their aircraft at any time prior to December 31, 1960, which is the termination date of this regulation. All interested persons are advised, however, that before this regulation terminates public rule making proceedings will be instituted for the purpose of enabling the Board to make a final decision with respect to the standardization of identification marking requirements. It is anticipated that final rules will be adopted by the Board coincident with the termination of this Special Civil Air Regulation. It should be understood that the rules ultimately adopted by the Board standardizing identification marking requirements may render unacceptable present methods of identification authorized under this special regulation and Part 1 of the Civil Air Regulations. As a result, aircraft owners or operators may be required to alter presently authorized markings, within a reasonable period of time, following the promulgation of the rules ultimately adopted by the Board.

It will be noted that this new regulation, unlike SR-412A, expressly provides for the placement of markings on engine pods located in the area between the wing trailing edge and the horizontal stabilizer leading edge, if such pods are an integral part of the fuselage side surfaces.

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Since this is a superseding regulation which relieves restrictions and imposes no additional burden upon any person, the Board finds that notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective July 16, 1958.

Contrary provisions of §§ 1.102 (a) and 1.103 (a) of Part 1 of the Civil Air Regulations notwithstanding, identification markings may be removed from the upper and lower wing surfaces provided that vertical tail or fuselage markings are affixed in accordance with the following:

1. The markings shall be placed horizontally and the letters and numbers shall be of equal height not less than 12 inches high.

2. If on the sides of the fuselage, the markings shall be displayed on both sides of the fuselage in an area between the wing trailing edge and the horizontal stabilizer leading edge. If engine pods are located in this area and are an integral part of the fuselage side surfaces, the markings may be placed on such pods.

3. If on the vertical tail, the markings shall be displayed on both sides of a single vertical tail surface or on the outer sides of multitail surfaces.

4. Identification markings may be affixed and displayed in accordance with the foregoing provisions until the termination date of this special regulation.

This regulation supersedes Special Civil Air Regulation No. SR-412A, and shall terminate on December 31, 1960, 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, 52 Stat. 1007, 1009, as amended; 49 U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ Marvin Bergsman

Marvin Bergsman
Acting Secretary

(SEAL)