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

Civil Air Regulations Amendment 04b-4
Effective: March 21, 1947
Adopted: March 21, 1947

FLIGHT TESTS FOR AIRCRAFT -
CHANGING THE EFFECTIVE DATE FOR COMPLIANCE
FROM MARCH 15, 1947 TO MAY 15, 1947

Section 04b.0321 of the Civil Air Regulations, Flight tests, was amended by the Board on February 4, 1947, to become effective March 15, 1947. In substance the effect of the amendment is that at the conclusion of the official flight tests which the Administrator finds necessary to determine compliance with §§ 04b.1 through 04b.622 there shall be conducted such additional flight tests as the Administrator finds necessary to ascertain whether there is reasonable assurance that the airplane, its components, and equipment are reliable and function properly. It is found that the period between the adopted date and the effective date of this regulation is not sufficient to permit the establishment of uniform procedures in the degree necessary to provide for equal application to the aircraft manufacturing industry by the Civil Aeronautics Administration.

The Civil Aeronautics Administration has recommended a postponement of the effective date of compliance with the provisions of § 04b.0321 until May 15, 1947. The Civil Aeronautics Board finds that this postponement is in the public interest, that it is not a restrictive change in the Civil Air Regulations, and that compliance with Sections 4 (a) and (b) of the Administrative Procedure Act is unnecessary in the public interest.

NOW, THEREFORE: Effective March 21, 1947, § 04b.0321 of the Civil Air Regulations is amended by changing the date therein from "March 15, 1947" to "May 15, 1947."

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(S E A L)

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The Civil Aeronautics Administration has recommended a postponement of the effective date of compliance with the provisions of § 04b.0321 until May 15, 1947. The Civil Aeronautics Board finds that this postponement is in the public interest, that it is not a restrictive change in the Civil Air Regulations, and that compliance with Sections 4 (a) and (b) of the Administrative Procedure Act is unnecessary in the public interest.

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