U. S. DEPARTMENT OF COMMERCE
DANIEL C. ROPER, Secretary
BUREAU OF AIR COMMERCE
FRED D. FAGG, Jr., Director

CIVIL AIR REGULATIONS

15.—AIRCRAFT EQUIPMENT AIRWORTHINESS

Effective November 1, 1937

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1937

CONTENTS

15.—AIRCRAFT EQUIPMENT AIRWORTHINESS

		Page
15.0	**General**	1
15.00	Provision for rating	1
15.01	Scope of regulations	1
15.02	Classification of items of equipment	1
15.03	Factors affecting certification or special approval	2
15.04	Identification data	2
15.05	Procedure relative to certification or special approval	3
15.06	Previously approved items of equipment	4
15.1	**Landing gear equipment**	4
15.10	Landing gear wheels	4
15.11	Seaplane floats	6
15.12	Skis	6
15.2	**Navigation equipment**	7
15.20	Position lights	7
15.21	Landing flares	9
15.3	**Safety equipment**	10
15.30	Safety belts	10
15.31	Parachutes	11
15.4	**Control and structural units**	13
15.40	General	13
15.5		13
15.6		13
15.7		13
15.8	**Equipment items adapted to specific aircraft models**	13
15.80	Equipment items adapted to only one aircraft model	13
15.81	Equipment items adapted to any aircraft model by means of detail design changes	14

CIVIL AIR REGULATIONS

15.—AIRCRAFT EQUIPMENT AIRWORTHINESS

15.0—GENERAL.

15.00—Provision for Rating.—Pursuant to the provisions of the Air Commerce Act requiring the Secretary of Commerce to provide for the rating of aircraft and parachutes as to their airworthiness, the requirements hereinafter set forth shall be used as a minimum basis for establishing such rating of aircraft equipment for use in certificated aircraft.

15.01—Scope of Regulations.

15.010—These regulations shall apply to all important items of equipment which are manufactured as complete units and purchased by aircraft manufacturers and operators for use on certificated aircraft, except engines and propellers which are treated separately in CAR 13 and CAR 14 respectively.

15.011—For the purpose of these regulations an item of equipment shall be considered important if, by malfunctioning, it can endanger the safety of the aircraft, or the cargo or passengers in the aircraft, or persons or property beneath the aircraft.

15.012—Because the development of aircraft specialties is constantly increasing in scope and variety, there undoubtedly will be developed, from time to time, important items of equipment for which specific provision is not made in these regulations. In such cases the general procedure for certification will be in accordance with these regulations and the manufacturer of the item in question shall apply to the Secretary for special rulings particularly applicable to it.

15.013—The general requirements for the issuance of a type certificate are set forth in CAR 01. The procedure relative to type certification is set forth in CAR 15.05.

15.014—The requirements for the issuance of a production certificate are set forth in CAR 01.

15.02—Classification of Items of Equipment.

15.020—In view of the diversity of items of equipment and the variety of their uses, such items are herein grouped in two major classifications dependent upon the certification procedure applicable to the particular item.

15.0200—The certification procedure to be followed is similar for all items and differs only in detail in accordance with the classification within which a particular item lies.

15.0201—The specific installations in certificated aircraft of certificated items of equipment, irrespective of the classification herein used, are subject in all cases to approval by the Secretary.

15.021—It is desirable to certify a series of similar models of an item of equipment under one certification in order to eliminate as much clerical and identification work as possible. This may be done for some types of wheels, position lights and other items, a series of which are similar in construction and differ only in size and relatively unimportant structural details. This procedure may be applied to any item to which the manufacturer can show the procedure applicable.

20082°—37

15.022—Items of equipment are classified as follows:

(*a*) Items of such design that they may be installed and used in any type or model of certificated aircraft, and for which type and production certificates, as defined in CAR 01, may be issued to manufacturers.

(*b*) Items of such design that they are adapted to only one type or model of certificated aircraft, or of such a nature that their design necessarily varies to suit each type or model of certificated aircraft in which they may be used. Type and production certificates will not be issued for such items. They will be specially approved as integral parts of the aircraft in which they are installed.

15.023—Under CAR 15.022 (*a*) are included items such as the following:

Landing gear wheels.
Seaplane floats, excluding wing-tip floats.
Skis, including pedestals.
Position lights.
Landing flares.
Safety belts.
Parachutes.
Certain types of special flight and engine control units.
Control wheels.
Certain types of tail wheel knuckles.
Certain types of self-locking bolts and nuts, and parts of that general character.

15.024—Under CAR 15.022 (*b*) are included items such as the following:

Automatic pilots.
De-icing equipment.
Landing gear shock absorber units.
Autogiro rotor hubs.
Wing ribs.
Fuel and oil tanks.
Engine cowls, wheel streamlines, propeller hub spinners and other special cowling.
Wing-tip floats.
Structures attaching seaplane floats to aircraft.
Special structures attaching skis to aircraft.
Heating and ventilating systems.

15.03—Factors Affecting Certification or Special Approval.

15.030—All items of equipment falling within the meaning of these regulations irrespective of their classification shall:

(*a*) satisfactorily fulfill the purpose for which they are intended,

(*b*) be free from undue hazard, both in themselves and in their method of operation,

(*c*) be constructed of suitable and dependable materials, and

(*d*) be manufactured and installed in accordance with the Civil Air Regulations so far as those regulations pertain to the particular item.

15.031—Certain of the above-mentioned factors may be demonstrated by drawings and analyses, others by drawings and tests, and others by visual inspection.

15.04—Identification Data.

15.040—Each type or model of an item of equipment for which certification is requested shall be assigned a model name or model number by the manufacturer such that it may be distinguished from all other types or models of items of equipment.

15.041—Each unit of a certificated or specially approved type or model of equipment item shall be plainly and suitably marked to indicate that it has been certificated or specially approved. The applicable one of the following two methods shall be used to indicate this:

15.0410—(*a*) If a type certificate has been issued to the manufacturer for the particular item, each unit shall bear the number of this type certificate.

15.0411—(*b*) If a type certificate has not been issued to the manufacturer for the particular item, each unit shall bear the words "Bureau of Air Commerce Approved" or an abbreviation thereof.

15.042—Each unit of a certificated or specially approved type or model of equipment item shall bear the following identification data:

(*a*) Manufacturer's name.

(*b*) Model number or model name.

(*c*) The serial number or date of manufacture of the particular unit.

(*d*) Bureau of Air Commerce Type Certificate (or A. C. T. C.) No. —, or Bureau of Air Commerce Approved (or A. C. A.).

(*e*) Such additional information as is specifically provided for in the following regulations.

15.043—The data prescribed in CAR 15.042 shall be displayed in a conspicuous place on the unit and in such a manner that it may not be easily erased, disfigured or obscured. Any other information may be added by the manufacturer at his discretion.

15.05—Procedure Relative to Certification or Special Approval.

15.050—A request for certification or approval of a type or model, or when possible, of a series of similar models of an item of equipment, shall be supported by the data hereinafter specified.

15.0500—A complete set of drawings descriptive of the item. Drawings of small standard commercial parts need not be submitted, but all other drawings applying to the item, including assembly drawings and, when necessary, installation drawings, shall be submitted. The drawings shall contain all dimensions and material specifications of the item. Material shall be specified by reference to a specification number of the Army, Navy, S. A. E., or other such recognized standard whenever possible. If reference is made to material specifications which are not recognized standards, complete details of such specifications shall be submitted. Revision blocks on drawings shall designate the revision by letter and shall state the nature of the revision, the date and, when serial numbers are used, the serial number of the first unit manufactured in accordance with the revision. Title blocks on drawings shall contain the date of the original issue of the drawing and the drawing number. All drawings shall be folded to a size approximately 9 by 12 inches with the title block showing. In order to eliminate a possible source of controversy, the Secretary will not accept drawings which may be altered after approval. Blueprints, photostats or their equivalent are satisfactory. These shall not contain pencil or ink notations. If certain of the drawings required for a particular model are identical with drawings previously submitted and approved in connection with a prior model made by the same manufacturer, such identical drawings need not again be submitted.

15.0501—A list, in duplicate, of all drawings applicable to the item. Such list shall include all drawings previously submitted and approved in connection with prior models made by the same manufacturer, which also apply to the model in question without change. The list shall be arranged in numerical order and shall designate each drawing by number, title, original date of issue, latest revision letter and the model designation of the item for which the drawing was previously and originally submitted if for other than the model in question. Manufacturers' parts lists, if containing the information specified herein, are acceptable as drawing lists.

15.0502—Such additional data as are hereinafter prescribed for specific cases.

15.0503—The list specified in CAR 05.0501 need not be submitted if the item for which certification is requested is described by only one or two drawings. In such a case, however, the drawings specified in CAR 15.0500 shall be submitted in duplicate.

15.051—If the item falls within the classification covered by CAR 15.022 (*a*), the data submitted shall include a properly executed formal application for type certificate in accordance with CAR 01.

15.052—If the item falls within the classification covered by CAR 15.022 (*b*), complete information as to the make and model or makes and models of aircraft in which the item is to be installed shall be furnished. If specific aircraft are involved, the information to be furnished shall include also the serial numbers and aircraft certificate numbers of the aircraft in question.

15.053—Items of equipment which comply with the regulations herein prescribed to the satisfaction of the Secretary may be certificated or approved, as the case may be, for use in certificated aircraft.

15.054—If application for a type certificate has been made, certification is also contingent upon compliance with CAR 01 to the satisfaction of the Secretary.

15.055—Certification is subject to the provisions and restrictions stated on the type certificate and on the specification for the item issued as part of the type certificate, and approval is subject to the provisions and restrictions stated on the specification issued for the aircraft in which the item is installed.

15.056—All manufactured units of a certificated or approved item of equipment shall be in exact accordance with the approved drawings and specifications.

15.057—Changes or modifications to a certificated or approved item of equipment shall be approved by the Secretary in advance.

15.058—A request for approval of a change or modification to a certificated or approved item of equipment shall be supported by revised or new drawings showing the changes; revised drawing list pages, in duplicate, showing the revised or new drawings; and technical data, including reports of any necessary tests, sufficient to demonstrate to the satisfaction of the Secretary that the changed or modified item is airworthy.

15.06—Previously Approved Items of Equipment—These regulations supersede the requirements for approval of items of equipment set forth in previous regulations. However, items of equipment rated as suitable for use in approved aircraft in accordance with previous requirements may be used in certificated aircraft at the discretion of the Secretary.

15.1—LANDING GEAR EQUIPMENT.

15.10—Landing Gear Wheels.

15.100—Main landing gear wheels will be certificated for a maximum static load which will be determined from the strength of the wheel. Tail wheels will not be certificated.

15.1000—For the purpose of these regulations main landing gear wheels are considered as those nearest the airplane center of gravity with respect to fore-and-aft location.

15.1001—For the purpose of these regulations a tail wheel is considered as one which supports the tail of a conventional airplane in the three-point landing attitude.

15.101—For wheels other than main landing or tail wheels, application shall be made to the Secretary for special rulings particularly applicable to the cases in question.

15.102—The strength of a main landing gear wheel shall be substantiated by the following two static tests:

(*a*) Radial load test. (See CAR 15.1020.)
(*b*) Side load test. (See CAR 15.1021.)

15.1020—The required radial test load is equal to—

$$(P)\times(n)\times(1.5)\times(1.25)$$

where P is the maximum static load for which approval is requested, n is

$$2.80+\frac{9000}{2P+4000}$$

and is the applied landing load factor for the corresponding airplane, 1.5 is the factor of safety, and 1.25 is a strength test material factor.

15.1021—The required side test load is equal to—

$$(0.35)\times(\text{the radial test load}).$$

15.1022—The radial and side loads shall be applied separately and the wheel shall be equipped with the correct size tire inflated to the proper pressure for the load for which certification is requested.

15.1023—The radial load shall be applied to the wheel in the plane of the tire and may be distributed over a portion of the tire by allowing the tire to bear in a box of firm earth or sand.

15.1024—The side load shall be applied to the tire at its maximum cross-sectional width and may be distributed over an arc of not more than 60°. The wheel shall be restrained only by the axle.

15.1025—When it is impossible to apply sufficient side load to the tire due to its inability to stay on the rim of the wheel, the side load shall be applied directly to the rim of the wheel. In this case, the required test load shall be increased over that specified in CAR 15.1021 in the ratio of the distance from the center of the wheel to the point of maximum cross-sectional width of the tire, to the distance from the center of the wheel to the point where the load actually is applied, thus obtaining a bending moment at the center of the wheel of the same value as would have been obtained had the load been applied at the maximum cross-sectional width of the tire.

15.103—A main landing gear wheel shall support the required loads before failure.

15.104—When a brake is incorporated in a main landing gear wheel, the brake mechanism and its operation shall be satisfactory to the Secretary and the brake shall be free from any undue tendency to lock or jam.

15.105—The rim contour of a main landing gear wheel shall conform to the Tire and Rim Association's standards or recommendations unless the wheel is to be used in conjunction with a specially constructed tire.

15.106—A landing gear wheel may be equipped with any make or type of tire, provided that the tire is a proper fit on the rim of the wheel and provided that the tire manufacturer's load rating, which he uses and recommends as a basis for his guarantee, is not exceeded.

15.107—Each unit of a certificated model of main landing gear wheel shall bear the following additional identification data as prescribed in CAR 15.042 (e):
The maximum static load for which certificated.

15.108—A request for certification of a type or model or series of models of main landing gear wheels shall be supported by the following additional data as prescribed in CAR 15.0502:

15.1080—A report of the static tests prescribed in CAR 15.102. The report shall contain complete details of the tests, including records of wheel deflections and photographs of the test setups. If the side load is applied in accordance with CAR 15.1025, the report shall show clearly that the procedure prescribed in CAR 15.1024 was impossible. The report shall be signed by the person making the tests, and shall be supported by affidavit unless the tests were witnessed by a Bureau inspector, in which case such inspector also will sign the report as a witness.

15.11—Seaplane Floats.

15.110—Main seaplane floats will be certificated for a maximum gross weight of airplane which will be determined in accordance with the applicable requirements prescribed in CAR 04.

15.1100—Certification of a float does not include certification of the structure attaching it to the aircraft. Such structure is classified in accordance with CAR 15.022 (b).

15.1101—The installation of floats on aircraft shall be in accordance with the provisions of CAR 04.

15.111—Each unit of a certificated model of main seaplane float shall bear the following additional identification data as prescribed in CAR 15.042 (e):

(*a*) The maximum gross weight of aircraft for which certificated.

(*b*) The number of floats per aircraft.

15.112—A request for certification of a type or model or series of models of main seaplane floats shall be supported by the following additional data as prescribed in CAR 15.0502:

15.1120—The technical data required to prove compliance with the applicable structural and detail design requirements prescribed in CAR 04.

15.12—Skis.

15.120—Skis, including ski pedestals, will be certificated for a maximum static load which will be determined from the strength of the ski.

15.1200—Certification of a ski and its pedestal does not include certification of any special structure attaching it to the aircraft. Such structure is classified in accordance with CAR 15.022 (b).

15.1201—The installation of skis on aircraft shall be in accordance with the provisions of CAR 04.

15.121—The strength of a ski, including the pedestal, shall be substantiated by a stress analysis or by static tests.

15.122—A ski, including the pedestal, shall be designed to carry the following loads without failure when supported at the pedestal bearing sleeve:

15.1220—A load upward, distributed uniformly along the ski bottom and symmetrically with respect to the pedestal bearing sleeve in the fore-and-aft direction, the front end of the ski carrying no load if it is at a greater distance from the bearing sleeve than the rear end. The required load is equal to

$$(P)\times(n)\times(1.5)$$

where P is the maximum static load for which approval is requested, n is

$$2.80+\frac{9000}{2P+4000}$$

and is the applied landing load factor for the corresponding airplane, and 1.5 is the factor of safety.

If the strength is substantiated by static test, the required test load is equal to

$$(P)\times(n)\times(1.5)\times(1.25)$$

where 1.25 is a strength test material factor.

15.1221—A load upward, applied to the ski bottom at a point directly under the pedestal bearing sleeve. The required load, or required test load, is equal to the load, or test load, specified in CAR 15.1220.

15.1222—A side load distributed uniformly along the edge of the ski bottom and symmetrically with respect to the pedestal bearing sleeve in the fore-and-aft direction, the front end of the ski carrying no load if it is at a greater distance from the bearing sleeve than the rear end. The required load, or required test load, is equal to 35 per cent of the load, or test load, specified in CAR 15.1220. When the height of the aircraft axle from the ground with the ski installed is greater than that with the interchangeable wheel installed, such side load shall be reduced by the ratio of the height of the axle from the ground with the interchangeable wheel installed, to the height of the axle from the ground with the ski installed.

15.1223—A side load applied to the edge of the ski bottom at a point near the front end of the ski. The required load, or required test load, is that necessary to produce a bending moment on the aircraft axle in a horizontal plane of the same magnitude as the bending moment in the vertical plane produced by the load, or test load, specified in CAR 15.1222.

15.123—Each unit of a certificated model ski shall bear the following additional identification data as prescribed in CAR 15.042 (e):

15.1230—The maximum static load for which certificated.

15.124—A request for certification of a type or model or series of models of skis shall be supported by the following additional data as prescribed in CAR 15.0502:

15.1240—(*a*) A stress analysis of the ski and pedestal showing compliance with CAR 15.122, if the strength of the ski and pedestal has been substantiated by a stress analysis. Such analysis shall be signed by the responsible engineer.

15.1241—(*b*) A report of the static tests showing compliance with CAR 15.122, if the strength of the ski and pedestal has been substantiated by static tests. The report shall contain complete load computations, complete details of the tests, and photographs of the test setups. The report shall be signed by the person making the tests and shall be supported by affidavit unless the tests were witnessed by a Bureau inspector, in which case such inspector also will sign the report as a witness.

15.2—NAVIGATION EQUIPMENT.

15.20—Position Lights.

15.200—Position lights prescribed in CAR 04, in order to be certificated, shall be so constructed and capable of being so mounted as to comply with the regulations hereinafter prescribed.

15.2000—The installation of position lights in aircraft shall be in accordance with the applicable provisions of CAR 04 to CAR 08 inclusive, and the light manufacturer's mounting instructions.

15.201—As the forward (right and left wing) lights are complementary they will be certificated as a unit. The rear (tail) light will be certificated as a separate unit.

15.202—Forward lights are classified as follows:
(*a*) Standard forward position lights.
(*b*) Airline forward position lights.
(*c*) Auxiliary position lights.

15.203—ANGULAR LIMITS.—Position lights shall be so designed as to show unbroken light within the limits hereinafter specified.

15.2030—Each standard and airline forward light shall show an unbroken light between two vertical planes whose dihedral angle is 110 degrees, measured to the left from dead ahead for the left light and correspondingly to the right from dead ahead for the right light. In all directions outside of these limits an additional tolerance of not more than 10 degrees will be permitted within which the cut-off from the required intensity to the permissible stray-light intensity, specified in CAR 15.2040 and CAR 15.2041, shall be effected.

15.2031—Each auxiliary light shall show an unbroken light between the vertical plane through the longitudinal axis forward and a conical surface generated by a line making an angle of 20 degrees with the longitudinal axis forward, measured to the left from dead ahead for the left light and correspondingly to the right from dead ahead for the right light. Outside of these limits the cut-off shall be effected within the limits, including tolerance angle, prescribed for standard and airline forward position lights.

15.2032—The rear light shall show to the rear an unbroken light between two vertical planes whose dihedral angle is 140 degrees, of which 70 degrees lies on either side of dead aft. In all directions outside of these limits an additional tolerance of not more than 10 degrees will be permitted within which the cut-off from the required intensity to the permissible stray-light intensity, specified in CAR 15.2043, shall be effected.

15.204—LIGHT INTENSITY.—Position lights shall be so designed as to provide the light intensities hereinafter specified when equipped with the lamps prescribed by the manufacturer operated at the candlepower or current rating publicly established by the lamp manufacturer.

15.2040—Each standard forward light shall have an intensity of not less than 8 candlepower in all directions within 30 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2030. Each light shall have an intensity of not less than 4 candlepower in all directions between 30 degrees and 90 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2030. Each light shall have an intensity of not less than 3 candlepower in all other directions within the limits specified in CAR 15.2030. No light shall have a stray-light intensity of more than 1 candlepower in any direction outside of the specified limits, except within the permissible tolerances specified in CAR 15.2030.

15.2041—Each airline forward light shall have an intensity of not less than 35 candlepower in all directions within 20 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2030. Each light shall have an intensity of not less than 8 candlepower in all directions between 20 degrees and 30 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2030. Each light shall have an intensity of not less than 4 candlepower in all directions between 30 degrees and 90 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2030. Each light shall have an intensity of not less than 3 candlepower in all other directions within the limits specified in CAR 15.2030. No light shall have a stray-light intensity of more than 1 candlepower in any direction outside of the specified limits, except within the permissible tolerances specified in CAR 15.2030.

15.2042—Each auxiliary light shall have an intensity of not less than 35 candlepower in all directions within 20 degrees of the longitudinal axis forward, subject to the limits specified in CAR 15.2031. No light shall have a stray-light intensity of more than 1 candlepower in any direction outside of the specified limits, except within the permissible tolerances specified in CAR 15.2031.

15.2043—The rear light shall have an intensity of not less than 8 candlepower in all directions within 70 degrees of the longitudinal axis aft, subject to the limits specified in CAR 15.2032. The light shall have an intensity of not less than 4 candlepower in all other directions within the limits specified in CAR 15.2032. The light shall not have a stray-light intensity of more than 1 candlepower in any direction outside of the specified limits, except within the permissible tolerances specified in CAR 15.2032.

15.205—COLOR.—All left wing lights shall be aviation red, all right wing lights shall be aviation green, and all rear lights shall be aviation white. These colors are defined in CAR 31.

15.206—LIGHT COVERS.—The light bulbs shall be protected by a cover which shall be of noncombustible material and so constructed that it will not change color, or cloud, or suffer any considerable loss of transmission in use. The coloring of colored portions shall be completely diffused through the material.

15.207—A request for certification of a type or model or series of models of forward position lights or rear position lights shall be supported by the following additional data as prescribed in CAR 15.0502:

15.2070—A copy of the instructions for the mounting of the lights in aircraft, furnished by the manufacturer to purchasers of the lights.

15.208—A request for certification and its supporting data shall be accompanied by a complete set of lights described in the data. These lights will be tested at the Department of Commerce laboratory for compliance with CAR 15.203 to CAR 15.206 inclusive.

15.21—Landing Flares.

15.210—Landing flares prescribed in CAR 04, in order to be certificated, shall be so constructed and capable of being so mounted as to comply with the regulations hereinafter prescribed.

15.2100—The installation of landing flares in aircraft shall be in accordance with the provisions of CAR 04 to CAR 08 inclusive, and the flare manufacturer's mounting instructions.

15.211—Landing flares will be certificated with respect to their light duration and light intensity. They are grouped in three classifications as follows:

(*a*) Class 1 flares.
(*b*) Class 2 flares.
(*c*) Class 3 flares.

15.212—Class 1 flares shall have a light duration of at least 3 minutes, a light intensity of at least 200,000 candlepower and a rate of descent not greater than 550 feet per minute.

15.213—Class 2 flares shall have a light duration of at least 1½ minutes, a light intensity of at least 110,000 candlepower and a rate of descent not greater than 550 feet per minute.

15.214—Class 3 flares shall have a light duration of at least 1 minute, a light intensity of at least 70,000 candlepower and a rate of descent not greater than 550 feet per minute.

15.215—Each unit of a certificated model landing flare shall bear the following additional identification data as prescribed in CAR 15.042 (e):

15.2150—The class for which certificated.

15.216—A request and supporting data for certification of a type or model or series of models of a landing flare shall be accompanied by 2 flares of each model described in the data. These flares will be tested at the Department of Commerce laboratory for compliance with the light duration and intensity requirements specified in CAR 15.212, CAR 15.213 or CAR 15.214, as the case may be.

15.217—Upon satisfactory completion of the examination of the technical data submitted to the Department of Commerce and satisfactory completion of the tests of the flares submitted to the Department of Commerce, 5 flares of each model described in the data, an airplane arranged for the complete installation of flares of each model, and operating personnel shall be made available for functional tests of the flares. These tests may be made at any location desired by the manufacturer.

15.2170—In the event that there is one failure out of the 5 flares subjected to functional tests, 5 additional flares shall be subjected to functional tests.

15.2171—Failure of two or more flares out of 10 dropped shall be sufficient grounds for denial of certification by the Secretary. Certification will be made only if all 5 original flares function satisfactorily or, in the event of one failure in the original 5, if the second 5 function satisfactorily.

15.3—SAFETY EQUIPMENT.

15.30—Safety Belts.

15.300—Safety belts will be certificated for general aircraft use or for glider use dependent upon the strength of the belt.

15.3000—Certification of a safety belt does not include certification of its anchorages to the aircraft.

15.3001—The installation of safety belts in certificated aircraft shall be in accordance with the pertinent provisions of CAR 04.

15.301—Safety belts shall be so designed as to be easily adjustable. Each belt shall be equipped with a quick-release mechanism so designed that it cannot be released inadvertently. The width of a certificated safety belt shall be at least 2 inches.

15.302—The strength of a safety belt shall be determined by static test.

15.303—Safety belts for general aircraft use will be certificated for one person or two adjacent persons dependent upon the strength of the belt.

15.3030—A safety belt for one person shall be capable of withstanding a load of 1,000 pounds applied in the same manner as a person's weight would be applied in a crash. The quick-release mechanism shall be capable of withstanding this load without undue distortion, so that when the load is relieved to 400 pounds, the mechanism shall be capable of being operated by hand.

15.3031—A safety belt for two persons shall be capable of withstanding a load of 2,000 pounds applied in the same manner as the weight of two persons would be applied in a crash. The quick-release mechanism shall be capable of withstanding this load without undue distortion, and when the load is relieved to 800 pounds, the mechanism shall be capable of being operated by hand.

15.304—Safety belts for glider use only will be certificated as such.

15.3040—A safety belt for glider use shall be capable of withstanding a load of 850 pounds applied in the same manner as a person's weight would be applied in a crash. The quick-release mechanism shall be capable of withstanding this load without undue distortion, and when the load is relieved to 400 pounds, the mechanism shall be capable of being operated by hand.

15.305—Each unit of a certificated model safety belt shall bear the following additional identification data as prescribed in CAR 15.042 (e):

15.3050—Whether for one person, two persons, and/or for glider use only.

15.306—A request for certification of a type or model or series of models of safety belts shall be supported by the following additional data as prescribed in CAR 15.0502:

A report of the static tests showing compliance with CAR 15.3030, CAR 15.3031 or CAR 15.3040, as the case may be. The report shall contain complete details of the tests, including the hand operation of the quick-release mechanism under relieved load, and shall contain photographs of the test setup. The report shall be signed by the person making the tests and shall be supported by affidavit unless the tests were witnessed by a Bureau inspector, in which case such inspector also will sign the report as a witness.

15.31—Parachutes.

15.310—Parachutes prescribed by CAR 60, in order to be certificated, shall be so constructed as to comply with the following regulations.

15.3100—All materials used shall be equivalent to or better than those specified by the United States Army or Navy for parachutes, or shall be proved satisfactory to the Secretary by technical data and practical tests.

15.3101—The follow through between parachute and rider shall be so engineered that all parts or fittings carrying a shock load are stronger than the combined strength of the suspension lines to which they are attached.

15.3102—All metal parts shall be designed to carry their full rated load without yielding.

15.3103—The fabric used in the canopy construction shall be free from gums, starches and other foreign material. It shall also be free from avoidable imperfections in manufacture and from defects or blemishes affecting its strength or durability and shall have been finished without application of excessive heat. The surface of the fabric shall be smooth.

15.3104—Suspension lines shall be continuous, without splices, from connector link to connector link and shall contain no knots between these points.

15.3105—Before securing the suspension lines to the skirt, each line shall be put under 40 pounds tension and marked to show the point of attachment. The fabric shall be pulled out but not stretched.

15.3106—The machine sewing shall be made with a shuttle or plain stitch. All zigzag sewing shall be done on a 2-stitch zigzag sewing machine.

15.3107—The rip cord, including joints between the handle and the release, shall be designed to withstand a load of 300 pounds.

15.3108—The harness shall be so constructed that the rider can release himself and drop clear in case of a water landing, but a quick-attachable or quick-releasing device between the harness and the parachute is not mandatory.

15.3109—Each parachute outfit shall be provided with a suitable place for keeping a record card containing spaces for recording dates of repacking, repairs, by whom made and space for the manufacturer's recommendations as to repacking.

15.311—Deviations from CAR 15.3104, CAR 15.3105 and CAR 15.3106 shall be such as are acceptable to the United States Army or Navy, or shall be proved satisfactory to the Secretary by technical data and practical tests.

15.312—A request for certification of a type or model or series of models of parachutes shall be supported by the following additional data as prescribed in CAR 15.0502:

15.3120—(*a*) Data showing compliance with CAR 15.3100 to CAR 15.3109 inclusive. These data may be references to drawings submitted if the drawings clearly show compliance with these regulations.

15.3121—(*b*) Data substantiating any deviations in accordance with CAR 15.311.

15.3122—(*c*) A detailed list of the material and strength specifications of all component parts of the parachutes described in the drawings. The list shall also specify the manufacturing practices employed in the assembly operations and shall satisfy the Secretary that all parts are properly pull-tested before assembly.

15.313—Upon satisfactory completion of the examination of the technical data submitted to the Department of Commerce, parachutes of each model described in the data together with an airplane and operating personnel shall be made available for the following tests of the parachutes. These tests may be made at any location desired by the manufacturer.

15.3130—*Functional Test (Normal Pack).*—12 drops from an airplane with a 170 pound dummy man, from an altitude of not more than 500 feet. The indicated air speed of the airplane at the time of release shall be 100 miles per hour. No twists shall purposely be packed in the suspension lines. The parachute must be fully open within 3 seconds from time of release.

15.3131—*Functional Test (Twisted Lines).*—5 drops from an airplane with a 170 pound dummy man, from an altitude of not more than 500 feet. The indicated air speed of the airplane at the time of release shall be 100 miles per hour. 3 twists shall purposely be packed in the suspension lines near the skirt. The parachute must be fully open within 4 seconds from time of release.

15.3132—*Strength Test.*—3 drops with the same parachute from an airplane with a 600 pound lead weight, from an altitude of not more than 500 feet. The indicated air speed of the airplane at the time of release shall be 100 miles per hour. No twists shall purposely be packed in the suspension lines. The weight shall be attached to the harness. No external shock absorbers or material which may act as such shall be permitted. The parachute shall show no failure of any material.

15.3133—*Live Drop Test.*—2 live drops from an airplane with a 170 pound man, from an altitude of 2,000 feet on a comparatively still day. An additional certificated auxiliary parachute shall be carried. The rider must suffer no discomfort from opening shock and must be able to disengage himself from the harness after landing.

15.3134—*Rate of Descent Test.*—One drop from an airplane with a 170 pound dummy man, from an altitude of 2,500 feet. The rate of descent shall not exceed 21 feet per second. The descent shall be timed from the time of full opening to the time of ground impact. The distance descended shall be assumed at 2,250 feet and the rate of descent shall be this distance divided by the time in seconds.

15.3135—100 per cent performance shall be required in the tests specified in CAR 15.3130 through CAR 15.3134 except in the case of an auxiliary parachute. (See CAR 15.315.)

15.314—The tests specified in CAR 15.313 will not be required for parachutes previously approved by the United States Army Air Corps or by the Bureau of Aeronautics, Navy Department. In lieu of these tests, there shall be included in the supporting data submitted with a request for certification of such a parachute the following data:

15.3140—(*a*) A copy of the official report describing the drop tests and static tests which formed the basis of the Army or Navy approval, signed by the Army or Navy representatives who witnessed the tests.

15.3141—(*b*) A statement by an authorized representative of the Army or Navy to the effect that the parachute is approved and accepted by the Army or Navy as the case may be.

15.315—A parachute to be certificated for use as an auxiliary parachute in combination with a certificated parachute, need not comply with the rate of descent specified in CAR 15.3134 but shall have a rate of descent not exceeding 25 feet per second and shall comply with all of the other regulations herein prescribed.

15.3150—The technical data submitted in connection with an auxiliary parachute and the tests made to obtain its certification shall satisfactorily account for the combination of parachutes and not the auxiliary parachute alone.

15.3151—Each unit of a certificated model auxiliary parachute shall bear the following additional identification data as prescribed in CAR 15.042 (e): "Auxiliary Only."

15.4—CONTROL AND STRUCTURAL UNITS.

15.40—General.

15.400—Certain types of special control units and structural units, such as those listed in CAR 15.023, so designed that they can be used in any type or model of aircraft without change or with only minor changes which in no way affect the operation or strength of the units, will be certificated provided that they comply with the regulations applicable to them prescribed in CAR 04 to CAR 08 inclusive.

15.4000—The installation of such special units in aircraft shall be in accordance with the pertinent provisions of CAR 04 through CAR 08 inclusive and the instructions of the manufacturers of the units.

15.401—Before requesting certification of a type or model or series of models of a special control unit or structural unit, the manufacturer shall apply to the Secretary for a ruling as to the additional data to be submitted in accordance with CAR 15.0502 to show compliance with the regulations applicable to the unit in question prescribed in CAR 04 through CAR 08. This application shall be accompanied by a description of the unit and a drawing, or drawings, sufficient to enable the Secretary to make a ruling particularly applicable to the unit in question.

15.5—

15.6—

15.7—

15.8—EQUIPMENT ITEMS ADAPTED TO SPECIFIC AIRCRAFT MODELS.

15.80—Equipment Items Adapted to Only One Aircraft Model.

15.800—Certain items of equipment, such as those listed in CAR 15.024, so designed that they can be used only in one aircraft model will be specially approved as integral parts of the aircraft in which they are installed provided that they comply with the regulations applicable to them prescribed in CAR 04 through CAR 08.

15.801—A request for approval of such an item of equipment shall be supported by the following additional data as prescribed in CAR 15.0502:

15.8010—(*a*) Data showing compliance with the regulations applicable to the item in question prescribed in CAR 04 to CAR 08 inclusive.

15.8011—(*b*) In lieu of the data specified in CAR 15.801 (*a*), data in accordance with a special ruling made by the Secretary and obtained by the procedure prescribed in CAR 15.401.

15.802—The request for approval of such an item of equipment together with its supporting data shall be included with the approval request and supporting data for the aircraft model in which the item is installed.

15.81—Equipment Items Adapted to Any Aircraft Model by Means of Detail Design Changes.

15.810—Certain items of equipment, such as those listed in CAR 15.024, of such a nature that by means of detail design changes they can be used in any aircraft model, will be specially approved as integral parts of the aircraft in which they are installed provided that they comply with the regulations applicable to them prescribed in CAR 04 through CAR 08.

15.811—If the manufacturer so desires, such an item of equipment may be considered as a series of items, each so designed that it can be used only in one aircraft model. Approval in such a case will be handled as prescribed in CAR 15.80.

15.812—If the procedure prescribed in CAR 15.811 is too cumbersome to suit a particular item, the item will be considered in two parts as follows:
(*a*) The unchanged basic structure.
(*b*) The variable structure.

15.813—If the basic structure is deemed satisfactory by the Secretary, only the variable structure need be considered in connection with the certification of each aircraft model in which the item is installed.

15.814—A request for examination of the basic structure of such an item of equipment shall be supported by the following additional data as prescribed in CAR 15.0502:

15.8140—(*a*) Data showing compliance with the regulations applicable to the item in question prescribed in CAR 04 through CAR 08.

15.8141—(*b*) In lieu of the data specified in CAR 15.814 (*a*), data in accordance with a special ruling made by the Secretary and obtained by the procedure prescribed in CAR 15.401.

15.815—A request for approval of a complete item of equipment in this classification shall be supported by the following data:

15.8150—(*a*) Complete references to the data pertaining to the basic structure previously deemed satisfactory by the Secretary.

15.8151—(*b*) Data as prescribed in CAR 15.814 (a) or CAR 15.814 (b), but pertaining only to the variable structure.

15.8152—(*c*) Any additional data which may have been prescribed by the Secretary at the time of his examination of the basic structure.

Any and all rules or regulations made, established, and issued by the Secretary of Commerce pursuant to law as are inconsistent with the provisions of the above specified civil air regulations are hereby repealed.

○