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

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Civil Air Regulations Amendment 40-11
Effective: September 29, 1954
Adopted: September 29, 1954

SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

EXTENSION OF EFFECTIVE DATE OF REQUIREMENT
FOR CHOP MARKS ON AIRPLANE EXTERIORS

The Air Transport Association has requested that the effective date of the chop mark requirement be delayed pending further investigation and determination as to the effectiveness of this requirement.

Section 40.178(b) of Part 40, which was made effective April 1, 1954, required that the exterior area of the fuselage of an airplane be marked to indicate the location of mechanisms of access and areas suitable for cutting to facilitate the escape and rescue of occupants in the event of an accident. Marks indicating areas suitable for cutting are commonly known as "chop marks".

By Amendment 40-5, effective April 1, 1954, the date for compliance with that part of this regulation applicable to chop marks was extended until October 1, 1954. The extension was made to provide the carriers with additional time to make certain that the chop marks appearing on airplane exteriors would be applied on the basis of a sound engineering analysis of the airplane structure involved, since chop marks at points not readily penetrable would serve to mislead rescue crews.

The Board's attention has been drawn to the fact that recent analyses both from an engineering and a practical standpoint of current types of air carrier airplanes indicate that the difficulties encountered in the actual breakthrough and the time involved, would render escape or rescue virtually impossible. The Board has also been advised that it would be impossible to reach areas where penetration could be made from the outside without the use of ladders, stands, or similar means, when the fuselage is in a normal upright position, and that, in most instances, it would be difficult to remove passengers from the interior of the airplane after access had been obtained.

In view of the difficulties encountered in properly locating the chop marks, there appears to be a need for further study and determination of the chop mark requirement. It appears that this determination can reasonably be expected to be made by April 1, 1955, and the effective date is being extended accordingly.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment may be made effective without prior notice.

SEP 29 1954

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 40 of the Civil Air Regulations (14 CFR, Part 40, as amended) effective immediately:

By amending § 40.178 (b) by deleting the date "October 1, 1954" and inserting in lieu thereof the date "April 1, 1955".

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U.S.C. 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

This is the eleventh amendment to Part 40, which became effective April 1, 1954.