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

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Civil Air Regulations Amendment 40-13
Effective: April 1, 1955
Adopted: March 17, 1955

SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

EXTENSION OF EFFECTIVE DATE OF REQUIREMENT FOR THE CARRIAGE OF A SECOND CRASH AX AND FOR CHOP MARKS ON AIRPLANE EXTERIORS

Section 40.173 (d) of Part 40 of the Civil Air Regulations requires that "On and after April 1, 1955, all airplanes shall be equipped with at least one crash ax, and if accommodations are provided for more than 30 persons, including the crew, airplanes shall be equipped with at least two crash axes. This equipment shall be stowed in readily accessible locations."

Section 40.178 (b) requires that "The exterior areas of the fuselage of an airplane shall be marked to indicate the location of mechanisms of access and those areas suitable for cutting to facilitate the escape and rescue of occupants in the event of an accident: Provided, That marking of areas suitable for cutting need not be applied prior to April 1, 1955." Marks indicating areas suitable for cutting are commonly known as chop marks.

Questions have been raised as to the effectiveness of a crash ax for cutting through the fuselage of an airplane and as to the need of a second ax on large airplanes. In addition, the Board has been requested to delete the requirement for chop marks on the exterior of airplanes. Having completed a further investigation of the problem, the Board is concurrently issuing a notice of proposed rule making containing proposals for the final disposition of these matters.

In order to afford interested parties an opportunity to comment on the Board's proposal, and to thereafter allow a sufficient period of time for the implementation of the final regulations, the effective date of the requirement for the carriage of a second crash ax and for the marking of areas suitable for cutting is being extended to September 1, 1955.

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.

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 April 1, 1955:

1. By deleting from the beginning of § 40.173 (d) the words "On and after April 1, 1955," and adding at the end thereof the following: ":Provided, That the carriage of a second crash ax shall not be mandatory prior to September 1, 1955."

2. By substituting in §§ 40.178 (b) the date "September 1, 1955" for the date "April 1, 1955".

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 605, 52 Stat. 1007, 1010, as amended; 49 U.S.C. 551, 554, 555)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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