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

Civil Air Regulations Amendment 41-10
Effective: May 31, 1957
Adopted: May 31, 1957

CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

EXTENSION OF COMPLIANCE DATE FOR INSTALLATION OF EMERGENCY EXIT LIGHTING AND MEANS FOR EMERGENCY EVACUATION

Provisions of Part 41 of the Civil Air Regulations, adopted November 28, 1955, (20 F.R. 8850) require that after May 31, 1957, for night operations, aircraft emergency exit markings shall be illuminated by a special source of light, independent of the main aircraft lighting system. This regulation also requires that after May 31, 1957, certain means for emergency evacuation shall be installed on all passenger-carrying airplanes, as for example ropes and chutes.

By letter dated March 29, 1957, the Air Transport Association of America (ATA) requested, on behalf of certain member air carriers, an extension from May 31, 1957, to July 31, 1958, of the compliance date for installation of emergency exit lights in a large number of presently operated air carrier aircraft. In support of their request the ATA described in considerable detail the problems with which the air carriers had been confronted in the design, procurement, installation, and approval of emergency exit lighting systems appropriate for many types of aircraft. Also by letter dated May 3, 1957, ATA requested, on behalf of several air carriers, an extension of the May 31, 1957, compliance date for installation of the means for emergency evacuation in certain air carrier airplanes. Extensions were requested for various periods, the maximum of which was for a period of 14 months.

The Board is greatly disturbed that progress with the installation of this emergency equipment has not met with its expectations as expressed in the amendments to Part 41 requiring such equipment and the Board does not consider the substantiating data submitted by the ATA to be sufficient to warrant extension for the period of time requested by the carriers. The Board recognizes, however, that difficulties may have been encountered by the air carriers in accomplishing an orderly procurement and installation program without serious disruption of scheduled service and that a brief period of relief may be granted without affecting adversely safety in air carrier operations.

In view of the foregoing, the Board is extending the date for compliance with the emergency exit lighting and evacuation requirements of Part 41 for a period of 90 days. The Board hereby invites each air carrier which believes that it cannot comply with such requirements within 90 days to submit to the Bureau of Safety in writing not later than July 1, 1957, a request for further extension, together with complete substantiating data as to why it cannot comply and believes it should be granted such extension. Each such request for further relief will be evaluated and the Board, prior to August 31, 1957, will take such action as it deems justified.

Since this amendment grants relief by temporarily extending the date for compliance with a requirement of the Civil Air Regulations, and delay in extending such relief would impose an undue hardship, the Board for good cause finds that notice and public procedure hereon would be contrary to the public interest and may be omitted and that this amendment may be made effective immediately.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) effective May 31, 1957.

By amending § 41.23d (a) and (b) (2) by deleting the date May 31, 1957, where it appears therein, and inserting in lieu thereof August 31, 1957.

(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)

Part 41 last printed April 15, 1955.

USCOMM-DC-30058