Regulations
Serial Number 390

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

Effective: May 14, 1947
Adopted: May 14, 1947

SPECIAL CIVIL AIR REGULATION

COMPLIANCE WITH AIR CARRIER FIRE PREVENTION REGULATIONS

Civil Air Regulations Amendments 41-3, 42-2, and 61-2 made effective by the ard on November 1, 1946, prescribed certain fire preventive design changes on rplanes used in passenger air carrier service. The regulations now require that l airplanes used in passenger air carrier service and which are to undergo major erhaul of fuselage or wing center section after May 1, 1947, shall be modified cording to Amendments 41-3, 42-2, and 61-2. However, the air carriers have tified the Board that certain equipment and parts necessary for installation in mpliance with these amendments are unavailable at the present time in sufficient antity for initial installation and replacement during service. The Administrator s also advised the Board of this condition.

The Civil Aeronautics Board finds that temporary lack of certain equipment and rts required for compliance with Civil Air Regulations Amendments Numbers 41-3, -2, and 61-2 would force air carriers to take some of their presently operating rplanes out of passenger service after May 1, 1947; that the air carriers have deavored to obtain all necessary equipment and parts in order to comply with e pertinent requirements; that, notwithstanding the lack of certain equipment and rts, the fire preventive measures of Amendments 41-3, 42-2, and 61-2 will be mplied with, except with respect to those provisions for which the air carriers ve been unable to obtain equipment or parts and have notified the Administrator cordingly; that such provisions will be complied with as soon as practicable after ceipt by the air carriers of the necessary equipment and parts; and that for the asons stated compliance with the notice and procedures required by paragraphs (a) d (b) of Section 4 of the Administrative Procedure Act is impracticable, and a lay in the promulgation of this Special Regulation would not be in the public terest.

NOW, THEREFORE: Effective May 14, 1947, compliance with the provisions in vil Air Regulations Amendments 41-3, 42-2, and 61-2 shall not be required in those stances where the air carrier notifies the Administrator and shows that there ists a lack of equipment or parts necessary for compliance with specific provisions ntained in these amendments. However, when such equipment or parts become avail-le the air carrier shall comply with the pertinent provisions as soon thereafter practicable. This Special Civil Air Regulation and the privileges granted thereby all terminate November 1, 1947.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

(SEAL)

M. C. Mulligan
Secretary