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Regulation No. SR-356A

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

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Effective: January 1, 1954
Adopted: December 23, 1953

SPECIAL CIVIL AIR REGULATION

LANDING WEIGHTS FOR NONTRANSPORT CATEGORY AIRPLANES IN SCHEDULED OVERSEAS AND FOREIGN PASSENGER OPERATION

This Special Civil Air Regulation extends the provisions of Special Civil Air Regulation SR-356 until July 1, 1954.

Certain airplanes certificated as a basic type prior to June 30, 1942, and currently used in scheduled air carrier passenger operations have at various times since original certification been allowed increases in their maximum certificated take-off and landing weights. The increases have been allowed under the provisions of later adopted airworthiness requirements based upon different and more realistic safety criteria where the airplanes have been shown to comply with such requirements for particular operations.

However, these developments have not followed a consistent pattern, and prior to the adoption of SR-356 in 1950, airplanes of the same basic type were operated at differing maximum landing weights. For example, the usual maximum landing weight for a Douglas DC-3 (not certificated in the transport category) operated in scheduled passenger service is 24,400 pounds when operated in accordance with limitations established in the air carrier's operations specifications, whereas the maximum landing weight for a comparable airplane used by an irregular air carrier or commercial operator is 25,200 pounds subject, however, to operating limitations provided for in Part 42 of the Civil Air Regulations.1/

The Board was asked by certain scheduled air carriers to permit operation of the DC-3 and the Lockheed Model 18 as nontransport category airplanes at the landing weights authorized for these same airplanes in irregular

1/ The DC-3 is also eligible and is being operated at a maximum certificated take-off weight of 26,200 pounds and a maximum certificated landing weight of 26,000 pounds in accordance with transport category performance rules. The DC-3 when used for the carriage of cargo only is eligible and is being operated at maximum certificated take-off and landing weights as high as 26,900 pounds. Furthermore, corresponding military versions of the DC-3 have been operated at maximum weights in excess of 30,000 pounds.

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passenger service. The Board authorized the use of these higher weights for nontransport category airplanes by SR-356 on the condition that they be operated in accordance with the operating limitations established for such airplanes in Part 42.

Revised Part 40, effective January 1, 1954, prescribes operating rules for scheduled air carriers engaged in the carriage of passengers in interstate commerce which require these carriers to operate their nontransport category airplanes in accordance with requirements that are similar to those currently prescribed in Part 42 for such airplanes. An amendment to Part 41, which will be issued concurrently with this regulation proposes that the nontransport category performance operating limitations for these airplanes be incorporated in Part 41 as of July 1, 1954, thus applying these rules to scheduled carriers carrying passengers in overseas and foreign air transportation. In view of the fact that these airplanes will be able to receive the same landing weights currently authorized by SR-356 when operating in accordance with the requirements in revised Part 40 and those proposed for Part 41, it is not necessary to extend this regulation with respect to operations under Part 40, or to extend it with respect to Part 41 after June 30, 1954. Accordingly, this regulation only extends the provisions of SR-356 with respect to those operations under Part 41, scheduled service in overseas and foreign air transportation, until July 1, 1954. After that date SR-356 will not be necessary and it is not intended that elimination of this rule operate to affect the weights of aircraft previously established under SR-356.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. Since this regulation imposes no additional burden on any person, it may be made effective without prior notice.

In consideration of the foregoing the Civil Aeronautics Board makes and promulgates the following Special Civil Air Regulation, effective January 1, 1954.

Contrary provisions of the Civil Air Regulations notwithstanding, an airplane type certificated prior to June 30, 1942, may be used for the carriage of persons in scheduled overseas and foreign air transportation at a maximum landing weight not exceeding its maximum certificated takeoff weight for passenger service: Provided, That such landing weight does not exceed the weight for which the structure has been substantiated in accordance with the structural requirements upon which the original certification was based: Provided further, That the airplane is operated in accordance with the operating limitations prescribed in Part 42 of the Civil Air Regulations as heretofore or hereafter amended, for aircraft not certificated in the transport category: And provided further, That if an air carrier elects to operate aircraft under the provisions of this Special Civil Air Regulation it shall be required that all of its aircraft of the same or related types be operated thereunder.

This Special Civil Air Regulation shall supersede Special Civil Air Regulation SR-356 and terminate on June 30, 1954, unless sooner rescinded or superseded by the Board.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010; 49 U.S.C. 551, 554, 62 Stat. 1216).

By the Civil Aeronautics Board:
/s/ M. C. Mulligan

M. C. Mulligan
Secretary

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