Affects Parts: 3, 4b, 6, 7, 40, 41, 42, 43
Distribution: General

Regulation No. SR-392B

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

Effective: February 25, 1957
Adopted: February 25, 1957

SPECIAL CIVIL AIR REGULATION

FACILITATION OF EXPERIMENTS WITH EXTERIOR LIGHTING SYSTEMS

Special Civil Air Regulation No. SR-392A adopted June 29, 1955, permits air carriers, subject to the approval of the Administrator, to install and use experimentally, on a limited number of their airplanes, exterior lighting systems which do not conform to the specifications contained in Part 4b of the Civil Air Regulations. The purpose of SR-392A was to permit experimentation on large airplanes while retaining their standard airworthiness certification. Prior to that time such experimentation was conducted either on Government-owned aircraft or on private aircraft limited in operations to the conditions of an experimental certificate.

SR-392A does not extend the permission for experimentation with exterior lights to non-air-carrier aircraft because at the time of its adoption only air carrier operators indicated interest in this activity. Recently, however, new experimental developments in anti-collision light systems have aroused the interest of private and corporate operators to the extent that some of the operators apparently wish to install the new systems on their aircraft for purposes of experimentation. The Board sees no valid reason why operators other than air carriers should not be permitted to participate, if they wish, in experiments intended to improve the effectiveness of aircraft exterior lighting, provided that the number of such aircraft is reasonably limited.

Since future experimentation is to be conducted more widely and by private individuals, the Board believes that conditions should be imposed which will assure that the experimental exterior lights are in fact installed for purposes of bona fide experimentation and that the results of such experimentation become available to the Government and to all other interested persons.

Interested persons have been afforded an opportunity to participate in the making of this regulation (21 F.R. 3388), 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 on less than 30 days' notice.

COMM-DC-29752

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective February 25, 1957.

Contrary provisions of the Civil Air Regulations notwithstanding, experimental exterior lighting equipment which does not comply with the relevant specifications contained in the Civil Air Regulations may, subject to the approval of the Administrator, be installed and used on aircraft for the purpose of experimentation intended to improve exterior lighting for a period not to exceed six months: Provided, That

(1) The Administrator may grant approval for additional periods if he finds that the experiments can be reasonably expected to contribute to improvements in exterior lighting;

(2) Not more than 15 aircraft possessing a U. S. certificate of airworthiness may have installed at any one time experimental exterior lighting equipment of one basic type;

(3) The Administrator shall prescribe such conditions and limitations as may be necessary to insure safety and avoid confusion in air navigation;

(4) The person engaged in the operation of the aircraft shall disclose publicly the deviations of the exterior lighting from the relevant specifications contained in the Civil Air Regulations at times and in a manner prescribed by the Administrator; and

(5) Upon application for approval to conduct experimentation with exterior lighting, the applicant shall advise the Administrator of the specific purpose of the experiments to be conducted; and at the conclusion of the approved period of experimentation, he shall advise the Administrator of the detailed results thereof.

This regulation supersedes Special Civil Air Regulation No. SR-392A and shall terminate February 25, 1962, unless sooner superseded or rescinded.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)