Affects Parts: 4b, 40, 41, 42, 43

Regulation No. SR-450A

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D.C.

Effective: August 29, 1962
Issued: August 31, 1962

Chapter I—Federal Aviation Agency

[Reg. Docket No. 107; Reg. No. SR-450A]

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

PART 43—GENERAL OPERATION RULES

Airspeed Operation Limitation for Transport Category Airplanes; Special Civil Air Regulation

Special Civil Air Regulation No. SR-450, effective May 3, 1962, (27 F.R. 2995), contained a number of requirements dealing with airspeed operating limitations to airplanes certificated under the provisions of Part 4b in effect prior to May 3, 1962. A revision of the Airplane Flight Manual statement concerning airspeed operating limitations was prescribed for all such airplanes. Consistent revision of airspeed placards and instrument markings, and the installation of a speed warning device, were additionally prescribed for turbine-powered airplanes. The special regulation required compliance with the speed warning device provision on or before February 1, 1963; with all other provisions, on or before September 1, 1962.

Several operators of airplanes affected by SR-450 have requested extensions of the compliance dates specified therein, contending that compliance before these dates would be unnecessarily and excessively burdensome in relation to the attained increment of safety. With respect to the September 1, 1962, compliance date specified in section 1(a)(2), they point out that remarking airspeed instruments generally involves removal of the instrument seal. When this is done, the instrument is processed through a time-consuming overhaul schedule to make certain that its calibration has not been changed. They state, in addition, that the airplane manufacturer delayed delivery of the detailed service information required for the modification until necessary technical consultations with the instrument manufacturer, and with representatives of this Agency, could be completed. With respect to the February 1, 1963, date established for compliance with section 1(b), operators of turbine-powered airplanes not already equipped with a speed warning device report that they cannot obtain delivery of the device in less than 5 months; that installation of the device involves extensive electrical modifications, rework of the pitot-static pressure system, and other installation changes; that ground and flight tests are necessary to insure proper functioning of the modified systems; and that such modifications and tests, to be conducted in a safe manner, should be scheduled during a major airplane overhaul.

The Agency has determined that, for the reasons stated above and despite diligent efforts on their part, many persons affected by SR-450 will not be able to comply with its provisions before the specified dates and that a period of relief may be granted without adversely affecting safety. Accordingly, SR-450 has been amended by extending the September 1, 1962, compliance dates to March 1, 1963, and by extending the February 1, 1963, compliance date to February 1, 1964.

Since this regulation provides relief from the provisions of the previous regulation, and imposes no additional burden upon any persons, compliance with the notice and public procedure provisions of the Administrative Procedure Act is unnecessary, and good cause exists for making this regulation effective on less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted to become effective August 31, 1962:

Contrary provisions of the Civil Air Regulations notwithstanding, the following requirements shall be applicable to transport category airplanes certificated under the provisions of Part 4b in effect prior to May 3, 1962:

1. *Turbine-powered airplanes.* (a) On or before March 1, 1963: (1) The airspeed operating limitations in the Airplane Flight Manual shall be revised by deleting the term "normal operating limit speed" and the corresponding symbols "V_{NO}/M_{NO}", together with statements explaining the significance of this term, and inserting in lieu thereof the term "maximum operating limit speed", the corresponding symbols "V_{MO}/M_{MO}", and the following statement explaining the significance of the new term:

The maximum operating limit speed shall not be deliberately exceeded in any regime of flight (climb, cruise, or descent), except where a higher speed is specifically authorized for flight test or pilot training operations, or in approved emergency procedures.

(2) Airspeed placards and instrument markings shall be consistent with subparagraph (1) of this paragraph. Where color markings are used on airspeed or Mach indicators, the red radial line shall be at V_{MO}/M_{MO}. Where a maximum allowable airspeed indicator is used, the limit hand shall indicate V_{MO}/M_{MO}.

(b) On or before February 1, 1964, each airplane shall be equipped with a speed warning device which shall provide aural warning to the pilots, which is distinctly different from aural warnings used for other purposes, whenever the speed exceeds V_{MO} plus 6 knots or $M_{MO}+0.01$. The upper limit of the production tolerances permitted for the warning device shall be at a speed not greater than the prescribed warning speed.

2. *Reciprocation engine-powered airplanes.* On or before March 1, 1963, the airspeed operating limitations in the Airplane Flight Manual shall be revised as necessary to state that the normal operating limit speed, or the maximum structural cruising speed (whichever term is used in the particular manual), shall not be deliberately exceeded in any regime of flight (climb, cruise, or descent), except where a higher speed is specifically authorized for flight test or pilot training operations, or in approved emergency procedures.

This regulation supersedes Special Civil Air Regulation No. SR-450.

(Secs. 313(a), 601, 603, 604; 72 Stat. 752, 775, 776, 778; 49 U.S.C. 1354, 1421, 1423, 1424)

Issued in Washington, D.C., on August 29, 1962.

N. E. HALABY,
Administrator.

[F.R. Doc. 62-8814; Filed, Aug. 31, 1962; 8:51 a.m.]

(As published in the Federal Register [27 F.R. 8760] September 1, 1962)

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