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

Civil Air Regulations Amendment 42-8
Effective: May 1, 1948
Adopted: March 31, 1948

EXTENSION OF DATE FOR COMPLIANCE WITH FIRE PREVENTION REGULATIONS

In September 1946 the Civil Aeronautics Board adopted amendments of Parts 04a, 04b, 41, 42, and 61 of the Civil Air Regulations relating to fire prevention which required modifications of all new transport category airplanes and of all other airplanes used in passenger air carrier service utilizing engines rated at more than 600 h.p. (each) for maximum continuous operation. These modifications were designed to eliminate in so far as possible the conditions which had become evident as being conducive to fire in flight. At the time of adoption of the amendments, the Board, after consultations with the affected portions of the aviation industry, established January 1, 1948, as the date for full compliance with these regulations.

Shortly after adopting the fire prevention amendments it became apparent that full compliance by some operators might be delayed due to the extensive preparatory studies necessary to accomplish the required engineering changes and because of shortages of necessary parts. In order to lessen the burden imposed upon the air carriers by the new regulations, the Board adopted Special Civil Air Regulations Serial Numbers 385, 390, 390-A, and 390-B which made the time of compliance more flexible and which extended the ultimate date of compliance until May 1, 1948.

Although a great majority of airplanes in scheduled service and some airplanes in nonscheduled service will be modified as required by May 1, 1948, it now appears that there will be some airplanes which will not be fully modified by that date. The Board has considered the action taken by the operators to comply with the pertinent regulations and finds that in general the operators have made a conscientious effort to obtain the necessary parts and to perform the required modifications on time. However, in many instances sufficient parts were not available, and the operators were, therefore, delayed in their efforts to meet the effective date for full compliance.

The Civil Aeronautics Board finds that at least one certificated air carrier and several irregular air carriers have not been able to secure all of the items needed to complete the modifications required by the amendments previously referred to, and that failure to extend the date for full compliance with these regulations would seriously interfere with air transportation. For this reason the Board considers it in the public interest to authorize an additional period of six months, but it contemplates no further extension beyond that time.

In order to simplify the outstanding regulations on this matter, the Board is revoking Special Civil Air Regulations Serial Numbers 385, 390,

390-A, and 390-B and is incorporating the pertinent parts of the regulations in this amendment.

For the reasons stated above notice and public procedure hereon are unnecessary.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 42 of the Civil Air Regulations (14 CFR, Part 42, as amended) effective May 1, 1948:

1. By amending paragraphs 42.10 (b) and (c) by substituting the date "November 1, 1948" for "May 1, 1948."

2. By adding the following proviso at the end of the second paragraph of § 42.10 following the word "regulations:"

"Provided, That compliance with the provisions of this section shall not be required in those instances where the air carrier notifies the Administrator and shows that there exists a lack of equipment or parts necessary for compliance with specific provisions contained in this section. However, when such equipment or parts become available the air carrier shall comply with the pertinent provisions as soon thereafter as practicable. This proviso and the privileges granted thereby shall not be effective after November 1, 1948."

(Secs. 205 (a), 601, 604, 52 Stat. 984, 1007, 1010; 49 U.S.C. 425.(a), 551, 554)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

NOTE: Special Civil Air Regulations Serial Numbers 385, 390, 390-A, and 390-B were revoked by Civil Air Regulations Amendment 41-18, effective May 1, 1948.

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