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Regulation No. SR-391B

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

Effective: December 23, 1953
Adopted: December 23, 1953

SPECIAL CIVIL AIR REGULATION

EXTENSION OF DATE FOR APPLICATION OF TRANSPORT CATEGORY PERFORMANCE REQUIREMENTS TO THE C-46 TYPE AIRPLANE

Special Civil Air Regulation SR-391 permits operators of C-46 type aircraft used in the carriage of passengers to operate at a maximum certificated take-off weight of 44,300 pounds except for those airplanes having a certain type propeller which are allowed an additional 1,000 pounds. Special Civil Air Regulation SR-391 permits such operation only until January 1, 1954.

For the past several years it has been anticipated that after December 31, 1953, all airplanes used in irregular passenger operation shall comply with the transport category requirements of Parts 4a or 4b and with transport category operating limitations. This provision, which was identical to provisions in Parts 40 and 41 of the Civil Air Regulations, was intended to require nontransport category airplanes, principally the Douglas DC-3, the Lockheed L-18, and the Curtiss C-46, to comply with stricter requirements than those now in effect for passenger operations pursuant to Part 42. In the case of the C-46, these operations are further limited by Special Civil Air Regulation SR-391 which temporarily establishes a maximum certificated weight for this airplane of 44,300 pounds with an additional 1,000 pounds for those airplanes having certain type propellers.

Tests are currently being conducted with the C-46, incorporating certain modifications which are designed to improve performance and the general safety of operation. These tests are being conducted by the Aircraft Engineering Foundation, representing the C-46 operators, which has requested that the Board extend the present applicable regulations until June 30, 1954. It is stated that these tests will be completed soon and that the results will be presented to the Civil Aeronautics Administration for appraisal in the early part of 1954. In consideration of the foregoing, SR-391 is being extended to not later than March 31, 1954; which, in view of the ample notice which has been given for consideration by the industry of the factors involved in the continued use of nontransport category airplanes in passenger operations,

should constitute sufficient time for presentation to and consideration by the Board of the necessary data derived from the tests.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all the 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 hereby amends Special Civil Air Regulation SR-391, effective immediately:

By amending paragraph 1 of Special Civil Air Regulation SR-391 by deleting the date "January 1, 1954" and inserting in lieu thereof the date "April 1, 1954".

(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

(SEAL)