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

Effective: April 1, 1954
Adopted: March 31, 1954

SPECIAL CIVIL AIR REGULATION

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

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 originally permitted 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 Part 4a or Part 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.

In Special Civil Air Regulation SR-391B, adopted December 23, 1953, the date by which nontransport category airplanes used in passenger operations were required to comply with transport category requirements was extended to April 1, 1954. This extension was granted in order to permit certain interested persons to submit proposals for a modification of the current requirements for the C-46 in the transport category. Proposals have been made for modifying the C-46 to increase its performance and other airworthiness capabilities, and are being considered by the Board. This regulation, therefore, extends until July 1, 1954, the date by which the C-46 must comply with the transport category requirements to permit the consideration and

evaluation of these proposals. Concurrently with the issuance of this regulation or shortly thereafter, these proposals will be issued as a notice of proposed rule making and circulated to the industry for comment. Because of the time required to perform tests on the C-46 and to present the proposals to the Board, it has not been possible to issue prior notice on the action to be taken in this matter.

For the reasons stated above, notice and public procedure hereon are impracticable. 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 April 1, 1954:

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

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

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)