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

Civil Air Regulations Amendment 43-5
Effective: April 1, 1957
Adopted: February 25, 1957

GENERAL OPERATION RULES

POSITION AND ANTI-COLLISION LIGHT REQUIREMENTS

The continuing increase in air traffic density and the advent of aircraft capable of appreciably higher speeds than heretofore attained demand further improvement in the exterior lighting of aircraft. Experience with the use of anti-collision lights on large airplanes has shown that a significant increase in the conspicuity of aircraft can be attained with such lights during night operations. The currently effective provisions of Part 43 of the Civil Air Regulations require the installation of an approved anti-collision light only on large aircraft operated at night.

When the Board promulgated regulations requiring anti-collision lights on large aircraft, it indicated that additional study was being given to the possibility of requiring generally similar types of lights for small aircraft. This amendment, which requires anti-collision lights for the night operation of newly certificated small aircraft, reflects the initial results of such additional study by the Board. Experience gained under this amendment along with results of continued studies should provide a basis for possible regulatory action in the future with respect to requiring anti-collision lights on all small aircraft.

In view of the foregoing, and since there are no requirements in the operating parts of the regulations to require small aircraft to install anti-collision lights, the Board is amending § 43.30 (b) (3) to require their use on all small aircraft for which such lights are required in conjunction with their certification, i.e., all small aircraft for which application for type certification is made after the effective date of this amendment.

Since there are no specifications for anti-collision lights in Parts 3 and 6 of the Civil Air Regulations, amendments to these parts are being promulgated concurrently to provide a basis of approval for such lights as are required by this amendment. Aircraft not affected by this amendment may continue to use or install existing approved anti-collision lights or, optionally, may install anti-collision lights conforming with the new specifications in Parts 3 and 6.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F.R. 3388), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR Part 43, as amended) effective April 1, 1957.

By amending § 43.30 (b) (3) to read as follows:

43.30 Instruments and equipment for NC powered aircraft or powered aircraft with standard airworthiness certificates. * * *

(b) Contact flight rules (night). * * *

(3) An approved anti-collision light system for aircraft having a maximum certificated weight of more than 12,500 pounds and for all aircraft which are required to have anti-collision light systems installed by the terms of their airworthiness certificate; except that, in the event of failure of any light of such system, the aircraft may continue flight to the next stop where repairs or replacements can be made without undue delay.

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

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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