Affects Part: 49
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Regulation No. SR-417A

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

Effective: June 1, 1957
Adopted: May 13, 1957

SPECIAL CIVIL AIR REGULATION

AUTHORITY TO DEVIATE FROM CERTAIN PROVISIONS OF PART 49 OF THE CIVIL AIR REGULATIONS WITHIN THE TERRITORY OF ALASKA

On May 28, 1956, the Board adopted Special Civil Air Regulation No. SR-417 which authorized certain aircraft operators in the Territory of Alaska to carry Class A explosives in civil aircraft. This authority to deviate from the provisions of Part 49 of the Civil Air Regulations, which prohibit the carriage of Class A explosives in civil aircraft, was granted in order to expedite completion of an urgent military construction program being accomplished by the Morrison-Knudsen Company, Inc., and other contractors in the interest of National Defense.

Special Civil Air Regulation No. SR-417 will expire on June 1, 1957, unless sooner superseded or rescinded by the Board. Information available to the Board indicates that the conditions and reasons which justified the adoption of SR-417 will continue to exist beyond the expiration date of June 1, 1957.

The Morrison-Knudsen Company, Inc., contractors and engineers, Boise, Idaho, by letter dated February 21, 1957, notified the Board that a substantial amount of construction will be required after June 1, 1957, and that such construction is of a nature that air transportation of explosives in civil aircraft to the construction sites will be necessary. In view of this condition, it was requested that the deviation authority contained in SR-417 be extended for one year, and be made available to all the carriers named in the existing regulation.

In addition, a letter dated March 12, 1957, from proper authority in the Department of the Air Force advised the Board that the work under contract to Morrison-Knudsen is behind schedule and requested that authority to deviate from the provisions of Part 49 of the Civil Air Regulations governing the transportation of dangerous articles be extended in accordance with the request from Morrison-Knudsen.

The Board considers that sufficient justification has been shown to warrant the extension of the authority contained in SR-417 until June 1, 1958, in the interest of National Defense, through the promulgation of this superseding Special Civil Air Regulation.

The provisions of this special regulation authorize deviations from Part 49 only with respect to the carriage of Class A explosives, and the shipper and operator shall comply with the requirements of Part 49 in all other respects.

Prior to engaging in operations pursuant to this special regulation, each operator will be required to give notice to the Administrator of the type and registration number of the aircraft and the airports and other landing areas to be used.

Those contractors who were conducting operations under the authority of SR-417 on the effective date of this superseding regulation have been listed in Appendix "A" to this regulation.

Since this Special Civil Air Regulation authorizes the transporting of Class A explosives in a remote area and does not appear to affect the safety of the public adversely; since the Board has been advised by the Department of the Air Force that the transportation of Class A explosives as authorized herein is necessary in the interest of National Defense to a military construction program that is behind schedule; and since this regulation imposes no additional burden on any person, the Board finds that omission of notice and public procedure is not contrary to the public interest and the regulation may be made effective on less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation effective June 1, 1957.

1. Contrary provisions of Part 49 of the Civil Air Regulations notwithstanding, and subject to conditions hereinafter set forth, the operators listed in Appendix "A" and any other operator authorized by the Administrator to be added to such list pursuant to this regulation, may deviate from those

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provisions of Part 49 which prohibit the carriage of Class A explosives in aircraft, to the extent necessary to transport Class A explosives in civil aircraft to and from certain areas within Alaska as listed in Appendix "A", provided that:

a. Shipment of such explosives, by civil aircraft, shall be made only by operators authorized by Morrison-Knudsen Company, Inc., or other contractors acting under a military defense project known as ALCOM, DEWLINE, or White Alice and identified as contract AF-33 (600-29717);

b. Each operator shall furnish the Administrator, prior to carriage of such explosives, with a list showing the type aircraft, registration number, and area in which the aircraft is to be operated, and no deviation from this listing shall be made without the express approval of the Administrator;

c. Each shipper and operator shall comply with all pertinent provisions of Part 49 and the ICC Regulations including packing, marking, labeling, and loading requirements and with any special instructions issued by the ICC for the handling of Class A explosives;

d. The crew of the aircraft shall be thoroughly briefed on the characteristics and proper handling of the cargo;

e. Shipments may be made to and from a civil airport only if prior arrangements have been made between the operator of the aircraft and local civil airport management;

f. The operations on and in the vicinity of civil airports shall be conducted in accordance with such special traffic rules as may be prescribed by the Administrator including weather minimums, airport approach and departure routes to avoid flight over congested areas, and notification to the airport control tower of the nature of the cargo aboard;

g. The aircraft shall not be used to carry persons other than crew members and shall be operated in accordance with the aircraft performance and weight limitations applicable to passenger-carrying aircraft, unless otherwise authorized by the Administrator; and

h. Single-engine aircraft shall be operated in accordance with operation specifications approved by the Administrator.

2. Upon notification by Morrison-Knudsen Company, Inc., or other bona fide contractors acting pursuant to the above-specified contract that certain other operators of aircraft have been put under contract to engage in the same work, the Administrator of Civil Aeronautics is authorized to add to the list in Appendix "A" any such operator who to him meets the requirements of this Special Civil Air Regulation.

This Special Civil Air Regulation supersedes Special Civil Air Regulation No. SR-417 and shall expire June 1, 1958, unless sooner superseded or rescinded by the Board.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U.S.C. 551; sec. 902 (h), 52 Stat. 1015, as amended; 49 U.S.C. 622)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

APPENDIX "A" TO SPECIAL CIVIL AIR REGULATION NO. SR-417A

Operator	Area
MORRISON-KNUDSEN COMPANY, INC. DIST.	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
CORDOVA AIRLINES	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
SAFEWAY AIRWAYS	UPPER YUKON, KUSKO-KWIM, BRISTOL BAY, ILIAMNA
SAFEWAY AIRWAYS	SEWARD PENINSULA
CIRCLE AIR TRAILS	BRISTOL BAY AND ILIAMNA AREA
ALASKA SPORTSMEN	KUSKOKWIM BAY AREA WHICH INCLUDES BETHEL & PLATINUM
BERNARD BLANCHARD	GALENA, McGRATH AND FAIRBANKS AREA
FOSTER AIR SERVICE	SEWARD PENINSULA
ALASKA AIRLINES	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
ELDON BRANDT	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
AIR CARGO EXPRESS	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
ALASKA FLOAT PLANE SERVICE	ALL OF ALASKA EXCEPT SO. EASTERN SECTION
BARTON AIR SERVICE	ALL OF ALASKA EXCEPT SO. EASTERN SECTION