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# CIVIL AERONAUTICS MANUALS—Volume VII

**U. S. Department of Commerce** **Civil Aeronautics Administration**

Civil Aeronautics Manuals and supplements thereto are issued by the Office of Flight Operations and Airworthiness, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

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**Supplement No. 3** **June 16, 1957**

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SUBJECT: Revisions to Civil Aeronautics Manual 42 dated August 1956.

The purpose of this supplement is to provide holders of Civil Aeronautics Manual 42 with Special Civil Air Regulation No. SR–401B, effective April 1, 1957; and Special Civil Air Regulation No. SR–420, effective May 21, 1957. Special Civil Air Regulation No. SR–401B supersedes Special Civil Air Regulation No. SR–401A, effective August 25, 1955.

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Roy Keeley

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*Director, Office of Flight Operations and Airworthiness.*

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**contained in the Civil Air Regulations at times and in a manner prescribed by the Administrator; and**

**(5) Upon application for approval to conduct experimentation with exterior lighting, the applicant shall advise the Administrator of the specific purpose of the experiments to be conducted; and at the conclusion of the approved period of experimentation, he shall advise the administrator of the detailed results thereof.**

**This regulation supersedes Special Civil Air Regulation No. SR-392A and shall terminate February 25, 1962, unless sooner superseded or rescinded.**

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## SPECIAL CIVIL AIR REGULATION NO. SR-395A

Effective: February 20, 1955
Adopted: February 17, 1955

Authorization for Air Taxi Operators to Conduct Operations Under the Provisions of Part 42 of the Civil Air Regulations—Extension of Expiration Date for Air Taxi Operator Certificates

**Notwithstanding the provisions of Parts 40 and 41 of the Civil Air Regulations, any air taxi operator as defined in section 298.1 (a) (2) of Part 298 of the Board's Economic Regulations shall be certificated and shall conduct operations in air transportation in accordance with the provisions of Part 42 of the Civil Air Regulations: *Provided,* That any air carrier operating certificate issued for air taxi operations which is in effect on, or issued after, the effective date of this regulation shall remain in effect until the expiration of this special regulation, unless such certificate is sooner surrendered, suspended, or revoked.**

**This regulation supersedes Special Civil Air Regulation SR-395 and shall remain in effect until such time as new air taxi certification and operation rules become effective, unless sooner terminated or rescinded by the Board.**

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## SPECIAL CIVIL AIR REGULATION NO. SR-399A

Effective: October 26, 1955
Adopted: October 25, 1955

Provisional Maximum Takeoff Weights for Certain Airplanes Operated By Alaskan Air Carriers and by the Department of the Interior

**1. The Administrator is hereby authorized to establish a maximum authorized weight for airplanes type certificated under the provisions of Aeronautics Bulletin No. 7-A of the Aeronautics Branch of the U. S. Department of Commerce, dated January 1, 1931, as amended, or under the normal category of Part 4a, which are operated entirely within the Territory of Alaska by Alaskan air carriers as designated by Part 292, as amended, of the Board's Economic Regulations or by the U. S. Department of the Interior in the conduct of its game and fish law enforcement activities and its management, fire detection, and fire suppression activities with respect to public land.**

**2. The maximum authorized weight herein referred to shall not exceed any of the following:**

**(a) 12,500 pounds,**

(b) 115 percent of the maximum weight listed in the CAA Aircraft Specification,

(c) The weight at which the airplane meets the positive maneuvering load factor requirement for the normal category specified in section 3.186 of the Civil Air Regulations, or

(d) The weight at which the airplane meets the climb performance requirements under which it was type certificated.

3. In determining the maximum authorized weight the Administrator shall also consider the structural soundness of the airplane and the terrain to be traversed in the operation.

4. The maximum authorized weight so determined shall be added to the airplane's operation limitations and identified as the maximum weight authorized for operations within the Territory of Alaska.

This regulation supersedes Special Civil Air Regulation No. SR–399, and shall terminate October 25, 1960, unless sooner superseded or rescinded.

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[SPECIAL CIVIL AIR REGULATION NO. SR–401A

[Superseded by Special Civil Air Regulation No. SR–401B.]

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[SPECIAL CIVIL AIR REGULATION No. SR–401B

[Effective: April 1, 1957
[Adopted: March 29, 1957

[Smoke and Fire Detectors

[1. Effective until April 1, 1958, contrary provisions of Parts 4b, 40, 41, and 42 of the Civil Air Regulations notwithstanding, no person shall be required to install or maintain smoke or fire detectors in airplane cargo compartments unless otherwise directed by the Administrator.

[2. Upon application prior to April 1, 1958, the Administrator may authorize an applicant to operate aircraft without full compliance with the cargo compartment fire detector requirements of Part 4b, 40, 41, or 42 for an applicant has made a diligent effort to comply with the necessary fire detector requirements by April 1, 1958, and that the applicant has shown that the aircraft will comply by a date certain.

[This regulation supersedes Special Civil Air Regulation No. SR-401A and shall terminate on April 1, 1959, unless sooner superseded or rescinded by the Board.]

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SPECIAL CIVIL AIR REGULATION NO. SR–406C

Effective: July 1, 1956
Adopted: June 28, 1956

Application of Transport Category Requirements to C–46 Type Airplanes

1. Contrary provisions of the Civil Air Regulations notwithstanding (in particular the provisions of section 42.15 (b) of Part 42), C–46 airplanes may be used in passenger operations conducted under Part 42 of the Civil Air

**gated by the Board pursuant to the Civil Aeronautics Act of 1938, as amended. The identity of the pilot or person making such report, if known, and any information which might be used to establish such identity, shall be held in strict confidence by the Civil Aeronautics Board, and the information derived therefrom shall be used by the Board in the development of corrective safety measures only, notwithstanding that a violation of the Civil Air Regulations is disclosed by such report: *Provided*, That where information of such violation of a Civil Air Regulation is obtained by other means, the fact that the violation was voluntarily reported will not preclude enforcement, remedial, or other disciplinary proceedings that are initiated on the basis of such other information.**

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## SPECIAL CIVIL AIR REGULATION NO. SR-419

Effective: January 17, 1957
Adopted: January 17, 1957

Authority To Deviate From Certain Provisions of the Civil Air Regulations in the Conduct of Military Contract Operations

**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, while conducting operations under an Air Force contract known as LOGAIR, carry the persons listed in subparagraph 1 in aircraft without complying with the passenger-carrying rules prescribed in Part 42 of the Civil Air Regulations and Special Civil Air Regulation No. SR-406C, subject to such terms and conditions as the Administrator may find are necessary in the interest of safety.**

**1. Military couriers, route supervisors, and LOGAIR flight crew members of other LOGAIR contractors.**

**2. Each operator shall furnish the Administrator, prior to the carriage of such persons, with a list showing the type aircraft, registration number, and an authorization from the Air Force for the transportation of such persons.**

**3. The operator shall be responsible for the issuance of appropriate instructions to insure that the persons authorized to be carried will not create any interference with the control of the aircraft.**

**4. Upon notification by any other bona fide contractors acting pursuant to the above-specified LOGAIR contracts, the Administrator of Civil Aeronautics is authorized to add to the list in Appendix A any such operator who he determines meets the requirements of this Special Civil Air Regulation.**

**This Special Civil Air Regulation shall remain in effect until superseded or rescinded by the Board.**

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## APPENDIX "A" TO SPECIAL CIVIL AIR REGULATION NO. SR-419

***Operator***

**AAXICO AIRLINES, INC.**

**CAPITOL AIRWAYS, INC.**

**RIDDLE AIRLINES, INC.**

(Rev. 6/16/57)

[SPECIAL CIVIL AIR REGULATION NO. SR–420

[Effective: May 21, 1957
[Adopted: May 21, 1957

[Emergency Evacuation Equipment for DC–3 Type Airplanes

**[Contrary provisions of sections 40.173 (e), 41.23d (a), and 42.24c (a) of Parts 40, 41, and 42, respectively, of the Civil Air Regulations notwithstanding, after May 31, 1957, means need not be provided to assist the occupants of a passenger-carrying DC–3 airplane in descending from the airplane by way of the rear window emergency exit: *Provided,* That the authority contained herein shall not apply to DC–3 airplanes which are operated with an occupancy greater than that specified in Special Civil Air Regulation No. SR–389 for DC–3 airplanes with 4 exits authorized for passenger use.]**

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