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CIVIL AERONAUTICS MANUALS—Volume VII

U. S. Department of Commerce — Civil Aeronautics Administration

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Supplement No. 8 — **November 15, 1958**

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

The purpose of this supplement is to include Special Civil Air Regulation No. SR-401C in CAM 42. SR-401C supersedes SR-401B and extends the time for complying with the smoke or fire detector requirements of CAR's 4b, 40, 41, and 42 to 90 days beyond the present expiration date, provided that such authorization shall not continue beyond April 1, 1959.

Remove and destroy the following pages:	*Insert the following new pages:*
IX and X	IX and X
89 and 90	89 and 90

Roy Keeley

ROY KEELEY,
Director, Office of Flight Operations and Airworthiness.

Attachments.

	Section	Page
Landing distance limitations; alternate airports	**42.78**	38–7
Operating limitations for aircraft not certificated in the transport category	**42.80**	38–7
Performance data on Curtiss Model C46 aircraft certificated for maximum weight of 45,000 pounds to 48,000 pounds (*CAA rules which apply to sec. 42.80*)	42.80–1	38–8
Performance data on Douglas DC–3 aircraft (*CAA rules which apply to sec. 42.80*)	42.80–2	44
Performance data on Lockheed 18 G202A aircraft (*CAA rules which apply to sec. 42.80*)	42.80–3	49
Convair Model 28–5ACF and PBY–5A landplane aircraft (*CAA rules which apply to sec. 42.80*)	42.80–4	53
Performance data on Douglas B–18, RB–18A (R1820–53) aircraft (*CAA rules which apply to sec. 42.80*)	42.80–5	57
En route limitations on multiengine aircraft with maximum allowable takeoff weights below 12,500 pounds (*CAA rules which apply to sec. 42.80*)	42.80–6	61
Performance data on Boeing S–307 aircraft (*CAA rules which apply to sec. 42.80*)	42.80–7	73
Performance data—operations from sod runway surfaces (*CAA rules which apply to sec. 42.80*)	42.80–8	77
Takeoff limitations	**42.81**	83
En route limitations; one engine inoperative	**42.82**	83
Landing distance limitations; airport of destination	**42.83**	83

Required Records And Reports

Maintenance records	**42.91**	83
Content of maintenance records (*CAA policies which apply to sec. 42.91*)	42.91–1	84
Principal maintenance base (*CAA policies which apply to sec. 42.91*)	42.91–2	84
Retention of records (*CAA policies which apply to sec. 42.91*)	42.91–3	84
Airman records	**42.92**	84
Content of airman records (*CAA policies which apply to sec. 42.92*)	42.92–1	84
Availability of records (*CAA policies which apply to sec. 42.92*)	42.92–2	84
Retention of records (*CAA policies which apply to sec. 42.92*)	42.92–3	84
Emergency flight reports	**42.93**	85
Submission of emergency flight reports (*CAA policies which apply to sec. 42.93*)	42.93–1	85
Pilot's emergency deviation report	**42.94**	85
Submission of pilot's emergency deviation report (*CAA policies which apply to sec. 42.94*)	42.94–1	85
Flight manifest record	**42.95**	85
Reporting of malfunctioning and defects	**42.96**	85
Mechanical hazard and difficulty reports (*CAA rules which apply to sec. 42.96*)	42.96–1	85
Change in exclusive use of large aircraft	**42.97**	86

Appendices

Appendix A—Special Civil Air Regulations	87
SR–368B. Authorization for Scheduled Air Transportation of Cargo Under the Provisions of Part 42 of the Civil Air Regulations	87
SR–389. Emergency Exits for Airplanes Carrying Passengers for Hire	87
SR–392B. Facilitation of Experiments With Exterior Lighting Systems	88
SR–395A. 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	89
SR–399A. Provisional Maximum Takeoff Weights for Certain Airplanes Operated By Alaskan Air Carriers and by the Department of the Interior	89
[SR–401C. Smoke and Fire Detectors]	90

			Page
SR–406C. Application of Transport Category Requirements to C–46 Type Airplanes			90
SR–410. Flight Time Limitations for Transcontinental Nonstop Irregular Air Carrier Interstate Operations			92
SR–411A. Trial Operation of Transport Category Airplanes in Cargo Service at Increased Zero Fuel and Landing Weights			93
SR–415. Supplemental Air Carrier Certification and Operation Rules			94
SR–416. Voluntary Pilot Report of Near Mid-Air ("Near-Miss") Collision			95
SR–419. Authority to Deviate From Certain Provisions of the Civil Air Regulations in the Conduct of Military Contract Operations			95
SR–420. Emergency Evacuation Equipment for DC–3 Type Airplanes			96
SR–422. Turbine-Powered Transport Category Airplanes of Current Design			96
SR–422A. Turbine-Powered Transport Category Airplanes of Current Design			96–11
SR–423. Type Certification of Transport Category Airplanes With Turbo-Prop Replacements			96–23
SR–425A. Provisional Certification and Operation of Multiengine Turbine-Powered Transport Airplanes For Which Type Certificates Have Not Been Issued			96–24
APPENDIX B—Air Taxi Operators			97
Provisions of Part 42 which are applicable to air taxi operations (*CAA interpretations which apply to sec. 42.0 and SR–395A*)	*Section* 42.0–2		97
Operations for which an Air Taxi Operator Certificate is not required (*CAA interpretations which apply to sec. 42.0 and SR–395A*)	42.0–3		98
Application for an Air Taxi Operator Certificate (*CAA rules which apply to sec. 42.5 and SR–395A*)	42.5–5		98
Amendment and reissuance of Air Taxi Operator Certificates (*CAA rules which apply to sec. 42.5*)	42.5–6		99
International air taxi operations (*CAA policies which apply to sec. 42.5 and SR–395A*)	42.5–8		99
Listing of small aircraft (*CAA interpretations which apply to sec. 42.11*)	42.11–2		99

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.

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.

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.

SPECIAL CIVIL AIR REGULATION NO. SR–401A

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

SPECIAL CIVIL AIR REGULATION NO. SR–401B

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

[SPECIAL CIVIL AIR REGULATION NO. SR–401C

[Effective: August 13, 1958
[Adopted: August 13, 1958

[Smoke and Fire Detectors

[Contrary provisions of Parts 4b, 40, 41, and 42 of the Civil Air Regulations notwithstanding, any extension of the date for compliance with the smoke or fire detector requirements of those parts which was in effect on July 31, 1958, shall be effective for 90 days beyond its present expiration date: *Provided,* That such authorization shall not continue beyond April 1, 1959.

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

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