Federal Aviation Agency
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Civil Aeronautics Manual 43

General Operation Rules

Supplement No. 2, CAM 43 dated Sept. 1959 — November 15, 1960

SUBJECT: Provisional Maximum Certificated Weights for Certain Airplanes Operated by Alaskan Air Carriers, Alaskan Air Taxi Operators, and the Department of the Interior.

This supplement is issued to incorporate into CAM 43 new Special Civil Air Regulation No. SR-399C, Provisional Maximum Certificated Weights for Certain Airplanes Operated by Alaskan Air Carriers, Alaskan Air Taxi Operators, and the Department of the Interior. This regulation was issued on October 25, 1960, to become effective on October 26, 1960, and supersedes Special Civil Air Regulation No. SR-399B.

Since this regulation is new in its entirety, it is not enclosed in black brackets.

Remove the following pages:	*Insert the following new pages:*
III and IV	III and IV
29 and 30	29 and 30

Oscar Bakke

OSCAR BAKKE, *Director*
Bureau of Flight Standards.

Attachments.

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SPECIAL CIVIL AIR REGULATION NO. SR-399C

Effective: October 26, 1960
Adopted: October 25, 1960

Provisional Maximum Certificated Weights for Certain Airplanes Operated by Alaskan Air Carriers, Alaskan Air Taxi Operators, and the Department of the Interior

Special Civil Air Regulation No. SR-399B (24 F.R. 4304) which superseded SR-399A (20 F.R. 8091) authorized the Director, Bureau of Flight Standards, and his designated representative to establish increased maximum weights for certain airplanes of 12,500 pounds or less operated entirely within Alaska by Alaskan air carriers and Alaskan air taxi operators pursuant to Parts 292 and 293 of the Civil Aeronautics Board's Economic Regulations or by the United States Department of the Interior.

SR-399B amended SR-399A to permit Alaskan air taxi operators, formerly designated as Alaskan pilot-owners, to continue operating under the increased maximum weight provisions. The authority contained in SR-399B terminates on October 25, 1960. Since the domestic economy of Alaska is greatly dependent upon the continuing use by Alaskan operators of airplanes of 12,500 pounds or less, and since the Department of the Interior expects to continue to use such airplanes in Alaska, the authority currently provided by this special regulation is being extended for a period of five years. Alaskan air taxi operators will remain subject to the 7,900-pound weight limitation imposed by Part 293.

Since this regulatory action extends the provisions of a previous regulation and imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted, to become effective October 26, 1960:

1. Notwithstanding any contrary provisions of the Civil Air Regulations, the Director, Bureau of Flight Standards, and any employee of such administrative unit as he shall designate may increase the maximum certificated weight for airplanes which are:

(a) Operated entirely within the State of Alaska by an Alaskan air carrier or an Alaskan air taxi operator pursuant to Parts 292 and 293, respectively, of the Civil Aeronautics Board's Economic Regulations, or by the United States Department of the Interior in the conduct of its game and fish law enforcement activities and its management, fire detection, and fire suppression activities concerning public lands; and

(b) Type certificated under the provisions of Aeronautics Bulletin No. 7-A of the Aeronautics Branch of the United States Department of Commerce dated January 1, 1931, as amended, or under the normal category of Part 4a of the Civil Air Regulations.

2. The maximum certificated 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 FAA Aircraft Specification,

(c) The weight at which the airplane meets the positive maneuvering load factor requirement for the normal category specified in § 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 certificated weight the structural soundness of the airplane and the terrain to be traversed in the operation will be considered.

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

This regulation supersedes Special Civil Air Regulation No. SR–399B, and shall terminate on October 25, 1965, unless sooner superseded or rescinded.