CIVIL AERONAUTICS MANUALS—Volume I

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.

Supplement No. 3 — June 1, 1957

SUBJECT: Revisions to Civil Aeronautics Manual 49 dated December 15, 1956.

The purpose of this supplement is to provide the holders of Civil Aeronautics Manual 49 with Special Civil Air Regulation No. SR–417A, effective June 1, 1957. This Special Civil Air Regulations supersedes Special Civil Air Regulation SR–417, effective May 28, 1956.

New material is indicated by black brackets.

Remove and destroy the following pages:	*Insert in lieu thereof the following pages:*
15 and 16	15 and 16

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

Attachments.

Appendix D

Special Civil Air Regulations Which Affect Part 49

SPECIAL CIVIL AIR REGULATION NO. SR-397

Effective: June 30, 1953
Adopted: June 30, 1953

Authorization for the United States Forest Service to Deviate From the Civil Air Regulations

Contrary provisions of the Civil Air Regulations notwithstanding, the Chief, Forest Service, United States Department of Agriculture, is authorized to permit aircraft and airmen, while engaged in operations conducted for the United States Forest Service, to deviate from the provisions of the Civil Air Regulations to the extent that he finds necessary for the expeditious conduct of such operations. The Chief, Forest Service, shall notify the Administrator of any deviation which he has authorized and the reasons therefor in accordance with a procedure established by the Administrator.

SPECIAL CIVIL AIR REGULATION NO. SR-417

[*Superseded by Special Civil Air Regulation No. SR-417A following.*]

[SPECIAL CIVIL AIR REGULATION NO. SR-417A

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

Authority to Deviate from Certain Provisions of Part 49 of the Civil Air Regulations Within the Territory of Alaska

(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 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 Co., 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) That, upon notification by Morrison-Knudsen Co., 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.]

[APPENDIX A TO SPECIAL CIVIL AIR REGULATION NO. SR–417A]

Operator	*Area*
Morrison-Knudsen Co., Inc., Dist.	All of Alaska except Southeastern section.
Cordova Airlines.	All of Alaska except Southeastern section.
Safeway Airways.	Upper Yukon, Kuskokwim, Bristol Bay, Iliamna.
Safeway Airways.	Seward Peninsula.
Circle Air Trails.	Bristol Bay and Iliamna area.
Alaska Sportsmen.	Kuskokwim Bay area which includes Bethel and Platinum.
Bernard Blanchard.	Galena, McGrath and Fairbanks area.
Foster Air Service.	Seward Peninsula.
[Alaska Airlines.	All of Alaska except southeastern section.
[Eldon Brandt.	All of Alaska except southeastern section.
[Air Cargo Express.	All of Alaska except southeastern section.
[Alaska Float Plane Service.	All of Alaska except southeastern section.
[Barton Air Service.	All of Alaska except southeastern section.]