

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

Civil Air Regulations Amendment 3-4

Effective: October 6, 1958

Adopted: October 6, 1958

AIRPLANE AIRWORTHINESS; NORMAL, UTILITY,
AND ACROBATIC CATEGORIES

EMERGENCY EGRESS FROM UTILITY CATEGORY AIRPLANES

Section 3.387 (d) of the Civil Air Regulations requires in part that in Utility Category airplanes exits shall be provided which will permit all occupants to bail out quickly with parachutes. Experience over the past seven years has indicated that this requirement is not necessary in order to maintain the desired safety level of the airplanes concerned.

Most airplanes in the Utility Category are designed and used primarily for transportation purposes. They are authorized to perform certain limited acrobatic maneuvers which have been found to be within the capabilities of pilots of limited skill and well within the approved operating limitations of the airplanes. Furthermore, occupants are not required to wear parachutes during these limited acrobatic maneuvers, with the exception of spins, so long as the attitudes attained do not exceed those defined for "acrobatic flight" by CAM 43.48-1. A review of the accident record shows that the wearing of parachutes for "acrobatic flight" has only been worthwhile for airplanes in an experimental airworthiness status, and for airplanes in the Acrobatic Category.

This issue was discussed at the 1958 Annual Airworthiness Review Meeting. At that meeting, it was proposed by the Civil Aeronautics Administration, and all parties agreed, that quick bail-out exits should no longer be required on Utility Category airplanes.

Accordingly, the Board finds that the requirement for exits permitting quick bail-out with parachutes in Utility Category airplanes does not significantly add to safety, is an undue economic burden on manufacturers, and therefore should be deleted.

Interested persons have been afforded an opportunity to participate in the making of this regulation through the 1958 Annual Airworthiness Review Meeting, and due consideration has been given to all relevant matter presented. Since this regulation is in the nature of a relief from a restriction, it may be made effective on less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 3 of the Civil Air Regulations (14 CFR Part 3, as amended) effective October 6, 1958.

By amending § 3.387 (d) to read as follows:

3.387 Exits. * * *

(d) Category A airplanes shall be provided with exits which will permit all occupants to bail out quickly with parachutes at any speed between V_{S_0} and V_d .

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U.S.C. 551, 553)

By the Civil Aeronautics Board:

/s/ Mabel McCart

Mabel McCart
Acting Secretary

(SEAL)

Part 3 last printed May 15, 1956.