# Title 14—AERONAUTICS AND SPACE

## Chapter I—Federal Aviation Agency

[Docket No. 5065; Amdt. 37-8]

## PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

### Miscellaneous Amendments

The purpose of these amendments is to incorporate into Part 37 several existing Technical Standard Orders (TSO's) and to make certain typographical and editorial corrections to the Part.

Sections 37.140 and 37.145 currently contain Technical Standard Orders designated as TSO-C42a and TSO-C46a, respectively. However, the correct designation for these TSO's is C42 and C46 and the regulations have been changed accordingly.

Several years ago, the Agency undertook the codification of all of the existing Technical Standard Orders into Part 514 of its regulations (now Part 37). However, it has recently been found that there were several TSO's and amendments thereto which were issued but which, through inadvertence, were never incorporated into the Agency's regulations. Consequently, they are not currently set forth in Part 37. The affected Technical Standard Orders are as follows:

(1) TSO-C17a, Fire Resistant Aircraft Material, effective February 1, 1955; TSO-C27, Twin Seaplane Floats, effective March 15, 1952; TSO-C28, Aircraft Skis, effective March 15, 1952; and TSO-C33, Position Light Flashers, Single Circuit (for non-air-carrier aircraft), effective May 17, 1954. While these TSO's were never published in the FEDERAL REGISTER, in each case their performance standards were developed by the Industry through the National Aircraft Standards Committee or the Society of Automotive Engineers. Moreover, the Agency's current listing of TSO's includes these Standards and the Agency, through its own publications, has made copies of these TSO's continuously available to all interested persons. In addition, these Standards have remained technically valid and the Agency has issued several Technical Standard Order Authorizations for the manufacture of articles covered by them.

(2) Technical Standard Order TSO-C44, Fuel Flow Meters, has been superseded by TSO-C44a which applies to new models of fuel flow meters manufactured after November 1, 1961. The text of TSO-C44a was published in the FEDERAL REGISTER (26 F.R. 5833) on September 20, 1961, but for the reasons stated above it was never incorporated into Part 514. This amendment merely restates, in § 37.143, the latest TSO on fuel flow meters.

(3) TSO-C24 "Landing Flares", was amended by the Civil Aeronautics Administrator on March 15, 1951, to change the referenced NAS specification to require that each flare have the specified minimum light duration and to reduce the light intensity requirement for Class 1 and 1A flares to 250,000 candlepower. This TSO has been continuously administered in accordance with the 1951 amendment notwithstanding the fact that as pointed out above, it was not incorporated into the TSO as published in Part 514 or Part 37. The purpose of this action is to incorporate the provisions of that amendment into the TSO as published in Part 37.

The foregoing amendments merely provide for a restatement of existing Standards and their formal incorporation into Part 37 will impose no additional burden on any person.

In addition to the foregoing, a typographical error exists with respect to the RTCA Paper referenced in paragraph (a)(1) of § 37.163 (TSO-C38b). In this connection, the reference to "RTCA Paper 130-61/DO-108" should read "RTCA Paper 130-61/DO-109".

The present requirements of §§ 37.132, 37.141, 37.142, 37.144, 37.145, 37.146, 37.152, and 37.154 concerning the marking of the TSO articles references § 37.7 (c) with respect to the marking of the weights of such articles. However, the requirement governing the marking of the weight of an article is set forth in paragraph (d)(3) of § 37.7 rather than paragraph (c). The references must be corrected accordingly. In addition, § 37.132 refers to paragraph (d) of § 37.7 in connection with the marking of the date of manufacture or the serial number of the article. The proper reference with respect to the marking of the date of manufacture or the serial number is paragraph (d)(4) rather than just paragraph (d) and the section has been so revised.

For the foregoing reasons, the Agency finds that notice and public procedure on these amendments are unnecessary and that good cause exists for making them effective on less than 30 days' notice.

(Sec. 313(a) and 601, Federal Aviation Act of 1958; 49 U.S.C. 1354(a) and 1421)

In consideration of the foregoing, Part 37 of the Federal Aviation Regulations (14 CFR Part 37) is amended as follows, effective October 16, 1965.

Issued in Washington, D.C., on October 11, 1965.

C. W. WALKER,
*Acting Director,*
*Flight Standards Service.*

1. By amending § 37.127 to read as follows:

**§ 37.127 Fire resistant aircraft sheet and structural material—TSO-C17a.**

(a) *Introduction.* This Technical Standard Order is intended to serve as a criterion by which the product manufacturer may obtain Federal Aviation Agency approval of fire resistant aircraft material when required for sheet or structural members. Aircraft manufacturers may also obtain approval of fire resistant materials as part of their aircraft design, and should include them on the aircraft drawings. Such materials shall comply with minimum requirements stated herein, and approval thereof will be recognized by all Federal Aviation Agency representatives.

(b) *Directive.*—(1) *Provision.* The requirements for fire resistant aircraft material as set forth in section 3 of SAE Specification AMS-3851A, Fire Resistant Properties for Aircraft Materials, dated November 1, 1954,[1] are hereby established as minimum safety requirements for fire resistant material which is intended for use in civil aircraft.

(2) *Application.* Fire resistant materials complying with the specifications appearing in this Technical Standard Order are hereby approved for all aircraft.

(c) *Specific instructions.*—(1) *Marking.* The material shall be permanently marked with the Technical Standard Order designation, FAA-TSO-C17a, to identify the material as meeting the requirements of this Order in accordance with the manufacturers' statement of conformance outlined below. This identification will be accepted by the Federal Aviation Agency as evidence that the established minimum safety requirements for fire resistant material have been met.

(2) *Data requirements.* None.

(3) *Effective date.* After February 1, 1955, specifications contained in this Order will constitute the basis for approval of fire resistant material for use in civil aircraft.

(4) *Deviations.* Requests for deviation from, or waiver of, the requirements of this Order, which affect the basic airworthiness of the component, should be submitted for the approval of the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located.

(5) *Conformance.* (i) The manufacturer shall furnish to the FAA (address as noted under "Deviations" above), a written statement of conformance signed by a responsible official of his company, setting forth that the fire resistant material to be produced by him meets the minimum safety standards established in this Order. Immediately thereafter, distribution of the material conforming with the terms of this Order may be started and continued.

(ii) The prescribed identification on the material does not relieve the aircraft manufacturer or owner of responsibility for the proper installation in his aircraft,

[1] Copies may be obtained from the Society of Automotive Engineers, 485 Lexington Avenue, New York, N.Y., 10017.



(As published in the Federal Register /30 F.R. 13209/ on October 16, 1965)

nor waive any of the requirements concerning type certification of the aircraft in accordance with existing Federal Aviation Regulations.

(iii) If complaints of nonconformance with the requirements of this Order are brought to the attention of the Federal Aviation Agency and investigation indicates that such complaints are justified, the Administrator will take appropriate action to restrict the use of the product involved.

(iv) Copies of this Technical Standard Order and other technical Standard Orders may be obtained from the Distribution Section, HQ-436, Federal Aviation Agency, Washington, D.C., 20553.

§ 37.132 [Amended]

2. By amending § 37.132 by striking the reference to paragraph "(c)" in paragraph (b)(1) and inserting reference to paragraph "(d)(3)" in place thereof and by striking the reference to paragraph "(d)" in paragraph (b)(2) and inserting reference to paragraph "(d)(4)" in place thereof.

§ 37.134 [Amended]

3. By amending § 37.134 by amending the lead-in statement of 4.1.1 and the entire 4.1.2 under paragraph (b) to read as follows:

4.1.1 *Light duration.* Each flare shall have a minimum light duration as follows:

* * * * *

4.1.2 *Light intensity.* Each flare shall have a minimum light intensity as follows:
Classes 1 and 1A—250,000 candlepower.
Class 2—110,000 candlepower.
Class 3—70,000 candlepower.

§ 37.140 [Amended]

4. By striking the designation "TSO-C42a" in the title of § 37.140 and in the index and by inserting the designation "TSO-C42" in place thereof.

§ 37.141 [Amended]

5. By amending § 37.141 by striking in paragraph (b) the reference to "paragraph (c) of § 37.7" and inserting reference to "paragraph (d)(3) of § 37.7" in place thereof.

§ 37.142 [Amended]

6. By amending § 37.142 by striking in paragraph (b) the reference to "§ 37.7 (c)" and inserting reference to "§ 37.7 (d)(3)" in place thereof.

7. By amending § 37.143 to read as follows:

§ 37.143 Fuel Flowmeters—TSO-C44a.

(a) *Applicability.*—(1) *Minimum performance standards.* Minimum performance standards are hereby established for fuel flowmeters which specifically are required to be approved for use on civil aircraft of the United States. New models of fuel flowmeters manufactured for installation on civil aircraft on or after November 1, 1961, shall meet the standards set forth in SAE Aeronautical Standard AS-407B, "Fuel Flowmeters", revised March 1, 1960,[2] with exceptions and additions to the standards listed in subparagraph (2) of this paragraph.

(2) *Exceptions and additions.* (i) Correction to section 1. of AS-407B: As referenced in this TSO, AS-407B specifies minimum requirements for fuel flowmeters for use on reciprocating engine or turbine-powered civil aircraft. In addition, the following specifically numbered subsections in AS-407B do not concern minimum performance and, therefore, are not essential to compliance with this section: subsections 3.1, 3.2, and 4.2.1.

(ii) Thermal shock: This test shall apply to any hermetically sealed components. The component shall be subjected to four cycles of exposure to water at 85°±2° C. and 5°±2° C. without evidence of moisture penetration or damage to coating or enclosure. Each cycle of the test shall consist of immersing the component in water at 85°±2° C. for a period of 30 minutes, and then within 5 seconds of removal from the bath, the component shall be immersed for a period of 30 minutes in the other bath maintained at 5°±2° C. This cycle shall be repeated continuously, one cycle following the other until four cycles have been completed. Following this test, the component shall be subjected to the Sealing test specified in (iii). No leakage shall occur as a result of this test.

(iii) Sealing: This performance test shall apply to any hermetically sealed components. The component shall be immersed in a suitable liquid, such as water. The absolute pressure of the air above the liquid shall then be reduced to approximately 1 inch of mercury (Hg) and maintained for 1 minute, or until air bubbles cease to be given off by the liquid, whichever is longer. The absolute pressure shall then be increased by 2½ inches Hg. Any bubbles coming from within the indicator case shall be considered as leakage and shall be cause for rejection. Bubbles which are the result of entrapped air in the various exterior parts of the case shall not be considered as leakage. Other test methods which provide evidence equal to the immersion test of the integrity of the instrument's seals may be used. If the component incorporates nonhermetically sealed appurtenances, such as a case extension, these appurtenances may be removed prior to the Sealing test.

(iv) Correction to subsection 3.3.1: Under column *A*, the temperature values for unheated areas (Temperature Uncontrolled) shall be −55° to 70° C.

(b) *Marking.* In addition to the marking requirements of FAR § 37.7, range (transmitters only) and electrical rating shall be shown.

(c) *Data requirements.* (1) The manufacturer shall maintain a current file of complete design data.

(2) The manufacturer shall maintain a current file of complete data describing the inspection and test procedures applicable to his product (see paragraph (d), Quality Control, of this section).

(3) Six copies each, except where noted, of the following shall be furnished to the Chief, Engineering and Manufacturing Division, Flight Standards Service, Federal Aviation Agency, Washington, D.C., 20553:

(i) Manufacturer's operating instructions and instrument limitations.

(ii) Drawings of major components or photographs showing exploded views of instruments.

(iii) Installation procedures with applicable schematic drawings, wiring diagrams, and specifications. Indicate any limitations, restrictions, or other conditions pertinent to installation with the statement of conformance certifying that the instrument conforms to this section.

(iv) One copy of the manufacturer's test report.

(d) *Quality control.* Each fuel flowmeter shall be produced under a quality control system, established by the manufacturer, which will assure that each fuel flowmeter is in conformity with the requirements of this section and is in condition for safe operation. This system shall be described in the data required under paragraph (c)(2) of this section. A representative of the Administrator shall be permitted to make such inspections and tests at the manufacturer's facility as may be necessary to determine compliance with the requirements of this section.

(e) *Previously approved equipment.* Fuel flowmeters approved by the Administrator prior to November 1, 1961, may continue to be manufactured under the provisions of their original approval.

(f) *Effective date.* November 1, 1961.

§ 37.144 [Amended]

8. By amending § 37.144 by striking in paragraph (b) the reference to "§ 37.7 (c)" and inserting the reference to "§ 37.7(d)(3)" in place thereof.

§ 37.145 [Amended]

9. By striking the designation "TSO-C46a" in the title of § 37.145 and in the index and by inserting the designation "TSO-C46" in place thereof and by striking in paragraph (b) the reference to "§ 37.7(c)" and by inserting reference to "§ 37.7(d)(3)" in place thereof.

§§ 37.146, 37.147 [Amended]

10. By amending §§ 37.146 and 37.147, respectively, by striking in paragraph (b) the reference to "§ 37.7(c)" and inserting reference to "§ 37.7(d)(3)" in place thereof.

§ 37.152 [Amended]

11. By amending § 37.152 by striking in paragraph (b)(2) the reference to "paragraph (c) of § 37.7" and inserting reference to "paragraph (d)(3) of § 37.7" in place thereof.

§ 37.154 [Amended]

12. By amending § 37.154 by striking in paragraph (b) the reference to "§ 37.7 (c)" and inserting reference to "§ 37.7 (d)(3)" in place thereof.

13. By adding the following new section:

§ 37.192 Twin Seaplane Floats—TSO-C27.

(a) *Introduction.* This Technical Standard Order is intended to serve as a criterion by which the product manufacturer may produce floats which will meet standards acceptable to the Federal Aviation Agency. In lieu of the above procedure, floats may be approved as

[2] Copies may be obtained from the Society of Automotive Engineers, 485 Lexington Avenue, New York, N.Y., 10017.

part of the aircraft design, in which case the aircraft manufacturer should submit the pertinent float drawings and include them on the aircraft drawing list. Such floats shall comply with the strength and performance requirements for floats as stated in this Order, and the approval thereof will be recognized by all Federal Aviation Agency representatives.

(b) *Directive.*—(1) *Provision.* The strength and performance requirements for seaplane floats as set forth in sections 3 and 4 of National Aircraft Standards Specification NAS 807 dated June 1, 1951,[3] with the exceptions hereinafter noted, are hereby established as minimum safety standards for seaplane floats intended for use on all civil aircraft.[4]

(2) *Exceptions.* (i) Section 4.3.3.4. Unsymmetrical Landing. Two-Float Landing with Drift. Third sentence, "The side load shall be $\frac{\tan\beta}{4}$ times the step landing load of 4.3.3.1."

(ii) Section 4.3.3. Limit Load Factors for General Structure Design. Definition of symbols following subpart (b).

$V_{S_0}$ = airplane design stalling speed at design landing weight with zero thrust and landing flaps or other high lift devices in position for landing (miles per hour, EAS).

W = one half the airplane design landing weight.

NOTE: For single-engine aircraft, the design landing weight is the design maximum weight for which approval is desired. For multiengine aircraft which meet the requirements of FAR 23.473 the landing weight may be less than the maximum design weight.

(3) *Application.* (i) Seaplane floats complying with the specifications appearing in this Order are hereby acceptable for use on civil aircraft. Floats already approved by the Administrator may continue to be installed—

(a) By the aircraft manufacturer on production aircraft; or

(b) By an individual or agency making—

(1) An alteration or replacement involving a change in type or model of floats; or

(2) An original installation on an individual airplane.

(ii) For amphibious type float design, the provisions of NAS 807 in addition to the current ground loads and landing gear design and construction requirement of Part 23 or Part 25 of the Federal Aviation Regulations, whichever is applicable, shall apply.

(c) *Specific instructions.*—(1) *Marking.*

(i) In addition to the identification information required in section 3.5 of Specification NAS 807 (except that "NAS Specification No. 807" is not required), each seaplane float shall be permanently marked with the Technical Standard Order designation FAA-TSO-C27 to identify the seaplane float as meeting the requirements of this Order in accordance with the manufacturer's statement of conformance described below. This identification will be accepted by the Federal Aviation Agency as evidence that the established minimum safety requirements for seaplane floats have been met. For floats approved as part of the aircraft design, no identification other than the aircraft manufacturer's part or drawing number is required.

(ii) For amphibious float design, the word "amphibious" shall also be included in the float identification marking.

(2) *Data requirements.* None.

(3) *Effective date.* After March 15, 1952, specifications contained in this Order will constitute the basis for approval of seaplane floats for use on certificated aircraft.

(4) *Deviations.* Requests for deviation from, or waiver of, the requirements of this Order, which affect the basic airworthiness of the component, should be submitted for the approval of the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located.

(5) *Conformance.* (i) The manufacturer shall furnish to the FAA (address as noted under "Deviations" above), a written statement of conformance signed by a responsible official of his company, setting forth that the designated seaplane float model to be produced by him meets the minimum safety standards established in this Order. Immediately thereafter, distribution of the seaplane floats conforming with the terms of this Order may be started and continued. A statement of conformance is not required for floats approved as part of the aircraft design.

(ii) The prescribed identification on the seaplane floats does not relieve the aircraft manufacturer or owner of responsibility for the proper installation of the seaplane floats on his aircraft, nor waive any of the requirements concerning type certification of the aircraft in accordance with existing Federal Aviation Regulations.

(iii) If complaints of nonconformance with the requirements of this Order are brought to the attention of the Federal Aviation Agency, and investigation indicates that such complaints are justified, the Administrator will take appropriate action to restrict the use of the product involved.

(iv) Copies of this Technical Standard Order and other Technical Standard Orders may be obtained from the Distribution Section, HQ-436, Federal Aviation Agency, Washington, D.C., 20553.

14. By adding the following new section:

§ 37.193 Aircraft Skis—TSO-C28.

(a) *Introduction.* This Technical Standard Order is intended to serve as a criterion by which the product manufacturer may produce skis which will meet standards acceptable to the Federal Aviation Agency. In lieu of the above procedure, skis may be approved as part of the aircraft design, in which case the aircraft manufacturer should submit the pertinent ski drawings and include them on the aircraft drawing list. Such skis shall comply with the strength and performance requirements for skis as stated in this Order, and the approval thereof will be recognized by all Federal Aviation Agency representatives.

(b) *Directive.* (1) *Provision.* The strength and performance requirements for skis as set forth in sections 4 and 5 of National Aircraft Standards Specification NAS 808 dated December 15, 1951,[5] are hereby established as minimum safety standards for skis intended for use on civil aircraft.[6]

(2) *Application.* Skis complying with the specifications appearing in this Order are hereby acceptable for use on civil aircraft. Aircraft skis already approved by the Administrator may continue to be installed by the aircraft manufacturer on production aircraft—

(i) For which an application for original type certificate is made prior to the effective date of this Order;

(ii) The prototype of which is flown within one year after the effective date of this Order; and

(iii) The prototype of which is not flown within one year after the effective date of this Order if due to causes beyond the applicant's control.

If an alteration or replacement involving a change in type or model of aircraft skis is made, or if an original installation on an individual airplane is made, previously type certificated skis may be installed.

(c) *Specific instructions.*—(1) *Marking.* In addition to the identification information required in Section 3.8 of Specification NAS 808 (except that "NAS Specification No. 808" and "For Installation Geometry, see Ski Installation Drawing No. _____" are not required), each ski shall be permanently marked with the Technical Standard Order designation FAA-TSO-C28 to identify the ski as meeting the requirements of this Order in accordance with the manufacturer's statement of conformance described below. This identification will be accepted by the Federal Aviation Agency as evidence that the established minimum safety requirements for skis have been met. For skis approved as part of the aircraft design, no identification other than the aircraft manufacturer's part or drawing number is required.

(2) *Data requirements.* None.

(3) *Effective date.* After March 15, 1952, specifications contained in this Order will constitute the basis for approval of skis for use on certificated aircraft.

(4) *Deviations.* Requests for deviation from, or waiver of, the requirements of this Order, which affect the basic airworthiness of the component, should be submitted for the approval of the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located.

(5) *Conformance.* (i) The manufacturer shall furnish to the FAA (address

[3] Copies may be obtained from the American Aeronautical Forum, 527 Washington Loan and Trust Building, Washington 4, D.C.

[4] The strength requirements contained herein are conservative for rotorcraft twin-float installation.

[5] Copies may be obtained from the American Aeronautical Forum, 527 Washington Loan and Trust Bldg., Washington, D.C., 20004.

[6] The strength requirements contained herein are conservative for rotocraft ski installation.

as noted under "Deviations" above), a written statement of conformance signed by a responsible official of his company, setting forth that the designated ski to be produced by him meets the minimum safety standards established in this Order. Immediately thereafter, distribution of the skis conforming with the terms of this Order may be started and continued. A statement of conformance is not required for skis approved as part of the aircraft design.

(ii) The prescribed identification on the skis does not relieve the aircraft manufacturer or owner of responsibility for the proper installation of the skis on his aircraft, nor waive any of the requirements concerning type certification of the aircraft in accordance with existing Federal Aviation Regulations.

(iii) If complaints of nonconformance with the requirements of this Order are brought to the attention of the Federal Aviation Agency, and investigation indicates that such complaints are justified, the Administrator will take appropriate action to restrict the use of the product involved.

(iv) Copies of this Technical Standard Order and other Technical Standard Orders may be obtained from the Distribution Section, HQ-436, Federal Aviation Agency, Washington, D.C., 20553.

15. By adding the following new section:

**§ 37.194 Position light flashers, single-circuit (for non-air-carrier aircraft)—TSO-C33.**

(a) *Introduction.* This Technical Standard Order is intended to serve as a criterion by which the product manufacturer may obtain Federal Aviation Agency approval of single-circuit position light flashers for installation on non-air-carrier aircraft. Aircraft manufacturers may also obtain approval of single-circuit position light flashers as part of their aircraft design and should include them on the aircraft drawings. Such position light flashers shall comply with minimum requirements for single-circuit position light flashers stated herein, and approval thereof will be recognized by all Federal Aviation Agency representatives.

(b) *Directive.*—(1) *Provision.* The performance requirements as set forth in Subsection 3.3 and Section 4 of SAE Specification AS-273 "Position Light Flashers: Single-Circuit (Personal Aircraft Types)" dated October 15, 1953,[1] are hereby established as minimum safety standards for single-circuit position light flashers intended for use in all non-air-carrier civil aircraft, except that the time ratio of the "on" interval to the "off" interval specified in Subsection 4.2 shall be between 2.5:1 and 1:1, within each flashing cycle.

(2) *Application.* Single-circuit position light flashers complying with the specifications appearing in this Order are hereby approved for all non-air-carrier aircraft. Single-circuit position light flashers already approved by the Administrator prior to the effective date of this Order may continue to be installed in aircraft for which they were approved, and may be installed in aircraft:

(i) For which an application for original type certificate is made prior to the effective date of this Order,

(ii) The prototype of which is flown within one year after the effective date of this Order, and

(iii) The prototype of which is not flown within one year after the effective date of this Order, if due to causes beyond the applicant's control.

(c) *Specific instructions.*—(1) *Marking.* In addition to the identification required in Subsection 3.2 of SAE Specification AS-273, except that the number AS-273 is not required, single-circuit position light flashers shall be permanently marked with the Technical Standard Order designation FAA-TSO-C33, to identify the position light flasher as meeting the requirements of this Order in accordance with the manufacturer's statement of conformance outlined below. This identification will be accepted by the Federal Aviation Agency as evidence that the established minimum safety requirements for single-circuit position light flashers have been met.

(2) *Data requirements.* None.

(3) *Effective date.* After May 17, 1954, specifications contained in this Order will constitute the basis for approval of single-circuit position light flashers for use in non-air-carrier aircraft.

(4) *Deviations.* Requests for deviation from, or waiver of, the requirements of this Order, which affect the basic airworthiness of the component, should be submitted for the approval of the Chief, Engineering and Manufacturing Branch, Flight Standards Division, Federal Aviation Agency, in the region in which the manufacturer is located.

(5) *Conformance.* (i) The manufacturer shall furnish to the FAA (address as noted under "Deviations" above), a written statement of conformance signed by a responsible official of his company, setting forth that the position light flasher to be produced by him meets the minimum safety standards established in this Order. Immediately thereafter, distribution of the single-circuit position light flasher conforming with the terms of this Order may be started and continued.

(ii) The prescribed identification on the position light flasher does not relieve the aircraft manufacturer or owner of responsibility for the proper installation of the position light flashers in his aircraft, nor waive any of the requirements concerning type certification of the aircraft in accordance with existing Federal Aviation Regulations.

(iii) If complaints of nonconformance with the requirements of this Order are brought to the attention of the Federal Aviation Agency, and investigation indicates that such complaints are justified, the Administrator will take appropriate action to restrict the use of the product involved.

(iv) Copies of this Technical Standard Order and other Technical Standard Orders may be obtained from the Distribution Section, HQ-436, Federal Aviation Agency, Washington, D.C., 20553.

[1] Copies may be obtained from the Society of Automotive Engineers, 485 Lexington Ave., New York, N.Y., 10017.