

05/19/2003 11:17 AM

To: Beverly.J.Sharkey@faa.gov

cc:

Subject: 14 CFR Part 3

There is an existing part 3, from the Civil Aviation Regulations. See the attachments - showing from the historical regulations the citation for 14 CFR.

<http://av-info.faa.gov/dst/CARS/CAM-3-3.pdf>

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

Civil Air Regulations Amendment 3-1

Effective: December 7, 1949

Adopted: November 2, 1949

IDENTIFICATION DATA

Part 3 currently requires each aircraft produced thereunder to bear a name plate containing the information essential for its identification. Under current requirements the name plate has sometimes been located on the floor of the pilot compartment or in some other place where the identification data may be obliterated in the normal use of the aircraft or destroyed or lost in the event of an accident. In order to facilitate identification of the aircraft, especially in accident investigations, the amendment hereby adopted requires that the identification plate be made of fireproof material and be located in an accessible place where it is not likely to be defaced in the normal use of the aircraft.

In order to make the required data consistent throughout the regulations the amendment further provides that the identification plate shall contain the data required by § 2.36.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

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 December 7, 1949:

By amending § 3.791 to read as follows:

3.791 Identification plate. A fireproof identification plate shall be securely attached to the structure in an accessible location where it will not likely be defaced during normal service. The identification plate shall not be placed in a location where it might be expected to be destroyed or lost in the event of an accident. The identification plate shall contain the identification data required by § 2.36.

[Secs. 205(a), 601, 603; 52 Stat. 984, 1007, 1009; 49 U.S.C. 425(a), 551, 553.]

By the Civil Aeronautics Board:

/s/ *M.C. Mulligan*

M.C. Mulligan

Secretary

(SEAL)

This is first amendment to part 3 last printed November 1, 1949.

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

Civil Air Regulations Amendment 3-2

Effective: February 6, 1950

Adopted:

[Reprinted from the FEDERAL REGISTER of Jan. 6, 1950]

**PART 3—AIRPLANE AIRWORTHINESS; NORMAL, UTILITY, ACROBATIC, AND
RESTRICTED-PURPOSE CATEGORIES
SAFETY BELTS**

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 29th day of December 1949.

Service reports and the results of various studies conducted during the past few years indicate that the standards in the Civil Air Regulations for safety belts are not high enough to afford the proper protection for occupants of aircraft. It has also been learned that the belts now in general use are subject to service deterioration which further reduces the strength factor. The Board, therefore, is amending the requirements for safety belts to establish higher safety standards for this equipment. (For this purpose the Board is amending simultaneously Parts 3, 4a, 4b, 6, 15, 41, 42, 43, and 61.) The regulations are also being amended, in line with the policy of the Federal agencies to delegate maximum responsibility consistent with air safety to the industry, to permit safety belts to be approved on the basis of certified compliance with appropriately published specifications (Technical Standard Orders), as is now provided in §§ 3.31, 4a.31, 4b.41, and 6.6 of the Civil Air Regulations, instead of the type certification procedure currently required in Part 15.

It is our understanding that the Technical Standard Orders for safety belts will adopt specifications based upon those approved February 9, 1948, by the National Aircraft Standards Committee as NAS 802, except for the minimum strength values. The minimum strength values to be established in the Technical Standard Orders, while less than the values stated in NAS 802, are higher than existing requirements and are more consistent with crash load factor specified in the other parts of the regulations than the values stated in NAS 802.

The regulations hereby adopted provide that safety belts installed on airplanes manufactured on or after January 1, 1951, shall be manufactured under a Technical Standard Order.

Interested persons have been afforded an opportunity to participate in the making of this amendment and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 3 (14 CFR, Part 3, as amended) effective February 6, 1950:

1. By amending § 3.655 (d)(1) to read as follows:
 - (1) Approved safety belts for all occupants (see § 3.715).
2. By amending § 3.715 to read as follows:

§ 3.715 *Safety belts*. Airplanes manufactured on or after January 1, 1951, shall be equipped with safety belts approved in accordance with § 3.31. In no case shall the rated strength of the safety belt be less than that corresponding with the ultimate load factors specified in § 3.386(a), taking due account of the dimensional characteristics of the safety belt installation for the specific seat or berth arrangement. Safety belts shall be attached so that no part of the anchorage will fail at a load lower than that corresponding with the ultimate load factors specified in § 3.386 (a).

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

By the Civil Aeronautics Board:
M.C. Mulligan
Secretary

[SEAL]

Part 3 last printed November 1, 1949

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

Civil Air Regulations Amendment 3-3

Effective: October 11, 1950

Adopted: August 7, 1950

RESTRICTED PURPOSE CATEGORY AIRPLANES

Currently effective Part 3 establishes a restricted purpose category and authorizes the issuance of type and airworthiness certificates in such category for aircraft shown to comply with the airworthiness requirements of the normal, utility, or acrobatic categories of Part 3 which are not rendered inapplicable by the nature of the special purpose involved, and if the aircraft are operated in accordance with limitations which provide a level of safety equivalent to that contemplated for aircraft of the normal, utility, or acrobatic categories.

In view of the provisions of Part 8, adopted concurrently with this amendment, which establish the standards with which compliance shall be demonstrated for the issuance of type and airworthiness certificates for aircraft intended to be operated for agricultural, industrial, or other special purposes and delineate operating limitations applicable to such aircraft, the Board considers it necessary to delete from Part 3 all reference to restricted purpose airplane certification. Thus, the type and airworthiness certification of airplanes intended to be used for special purposes shall be accomplished in accordance with the provisions of Part 8.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 3 (14 CFR, Part 3, as amended) as follows, effective October 11, 1950:

1. By deleting § 3.6 (a)(4).
2. By amending § 3.11 to read as follows :

3.11 Airworthiness certificates.

(a) In order to become eligible for an airworthiness certificate, an airplane must be shown to comply with the requirements contained in this part for at least one category.

(b) An airplane manufactured in accordance with a type certificate (see §§ 3.15 through 3.19) and conforming with the type design will become eligible for an airworthiness certificate when, upon inspection of the airplane, the Administrator determines that it so conforms and that the airplane is in a condition for safe operation. For each newly manufactured airplane this determination shall include a flight check by the applicant.

3. By adding a new § 3.12 to read as follows:

3.12 Experimental certificates. An airplane shall become eligible for an experimental certificate when the applicant presents satisfactory evidence that the airplane is to be flown for experimental purposes and the Administrator finds it may, with appropriate restrictions, be operated for that purpose in a manner which does not endanger the general public. Airplanes used in racing and exhibition flying may be issued experimental certificates under the terms of this section. The applicant shall submit sufficient data, such as photographs, to identify the airplane satisfactorily and, upon inspection of the airplane, any pertinent information found necessary by the Administrator to safeguard the general public.

4. By amending the title of § 3.16 to read as follows:

3.16 Data required for type certification.

5. By amending the title of § 3.17 to read as follows:

3.17 Inspection and tests for type certification.

[Sec. 205(a), 52 Stat. 984, U.S.C. 425(a). Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009; 62 Stat. 1216, 49 U.S.C. 551, 553, Act of July 1, 1948.]

By the Civil Aeronautics Board:
/s/ M.C. Mulligan
M.C. Mulligan
Secretary

(SEAL)

Part 3 last printed November 1, 1949