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

Effective: November 13, 1951
Adopted: November 13, 1951

SPECIAL CIVIL AIR REGULATION

MECHANICAL WORK PERFORMED ON UNITED STATES REGISTERED AIRCRAFT BY CERTAIN CANADIAN MECHANICS

Under the Civil Aeronautics Act of 1938, as amended, foreign individuals who are directly in charge of the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances are prohibited from serving as such in connection with any civil aircraft of United States registry used in air commerce unless properly certificated by the Administrator of Civil Aeronautics. As this prohibition also applies to work performed in foreign countries, Canadian mechanics fully authorized by the Canadian Department of Transport to serve in connection with transport aircraft would be required to possess appropriate United States mechanic certificates to serve in connection with such United States aircraft.

Section 1 (6) of the Act authorizes the Board to exclude a mechanic employed outside the United States from the definition of "airman" and thus from the necessity of holding a United States airman certificate. The Canadian Government presently recognizes the validity of United States airman certificates issued to mechanics in connection with work performed in the United States on Canadian aircraft.

Canadian standards of maintenance, alteration, and repairs are of a high caliber and compare favorably with those in force in the United States. The Canadian Department of Transport has urged a reciprocal arrangement with the United States, and the Administrator of Civil Aeronautics has advised the Board that there is no valid objection from a safety point of view.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. Since this regulation imposes no additional burden on any person, it may be made effective without prior notice.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation effective November 13, 1951:

1. An individual holding a valid mechanic certificate of competency and appropriate ratings issued by the Canadian Government shall not be deemed an airman within the meaning of section 1 (6) of the Civil Aeronautics Act with respect to inspection, maintenance, overhaul, or repair operations conducted in Canada in connection with aircraft of United States registry, and such individual, notwithstanding any contrary provisions of the Civil Air Regulations, may perform such operations in connection with United States aircraft in Canada: *Provided*, That, in the case of repair, alteration, and maintenance, each operation performed is listed and certified to by him in a manner and on a form prescribed by the Administrator: *And provided further*, That all such repairs, alterations, and maintenance operations shall be performed in conformance with the requirements of Part 18 of the Civil Air Regulations.

2. An aircraft, aircraft engine, or propeller on which any major repair or major alteration has been performed as authorized herein shall not be flown in air commerce until examined, inspected, and approved by a Canadian Department of Transport Inspector of Aircraft. Such approval shall be indicated in a manner and on a form prescribed by the Administrator.

3. This regulation shall terminate November 1, 1956, unless sooner superseded or rescinded.

[Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 1 (6), 601, 602, 605, 610, 52 Stat. 977, 1007, 1008, 1010, 1012; 49 U.S.C. 401, 551, 552, 555, 560; 62 Stat. 1216.]

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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