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

Civil Air Regulations Amendment 18-2
Effective: November 5, 1958
Adopted: October 1, 1958

MAINTENANCE, REPAIR, AND ALTERATION OF AIRFRAMES, POWERPLANTS, PROPELLERS, AND APPLIANCES

REQUIRED RECORDS

A notice of proposed rule making was published in the Federal Register March 13, 1958, (23 F.R. 1737) and circulated to the industry as Economic Regulations Draft Release No. 92, dated March 7, 1958, which proposed to amend Part 18 to bring the maintenance record requirements into accord with the widespread use of the approved system of continuous maintenance and the increased complexity of modern aircraft and their components. In addition, it was proposed to make such changes as were necessary to achieve consistency with corresponding record retention provisions in Part 249 of the Economic Regulations, "Preservation of Air Carrier Accounts, Records and Memoranda."

Accordingly, concurrently with the amendment of Part 249, the maintenance record provisions of § 18.24 of Part 18 are being amended to require retention for at least one year of records of all maintenance performed. In addition to this requirement, the records of the last complete overhaul cycle for each aircraft and its components must also be kept available at all times when an approved maintenance system is used. The latter retention requirement recognizes the widespread use by air carriers of the approved system of continuous maintenance and is intended to insure that one complete set of the most recent overhaul records for each aircraft and its components will be available for inspection and accident investigation purposes. Any procedure which does not insure the availability of one complete set of records covering the last complete overhaul cycle for each aircraft will not be deemed to have met the record retention requirements which apply in the case of aircraft maintained in accordance with an approved continuous maintenance system. In adopting this amendment the Board has considered and finds unacceptable the suggestion that the records of overhaul be retained in accordance with a "sampling" inspection procedure. Such suggestion would not insure that complete records for each aircraft would be available for accident investigation purposes.

With respect to records of major structural repairs and alterations, the retention requirements are being amended to require retention of such records until the aircraft is sold, in which case the records are to be transferred with the aircraft, or, if the aircraft is retired, for one year from the date of cancellation of the registration certificate.

A new provision is being added to provide for the retention of records of X-rays, and other special tests specified by the Administrator, which relate to aircraft components designated by the Administrator as "critical" components as, for example, the records of special tests conducted on propellers. There are propellers used on conventional air carrier aircraft which are of such a critical nature as to require, during manufacture and periodically throughout their useful life, examination by such means as X-ray and sonic tests, among others. Furthermore, it is anticipated that many more of the components of turbine-powered aircraft which the air carriers will be using in significant numbers in the near future will be of such a critical nature, due to high speeds and stresses, as to require special examinations and tests periodically throughout their useful life. The Board considers it essential that those components of conventional and turbine-powered aircraft which are of a critical nature be in a safe condition for use. This amendment will give greater assurance of the safety of components designated by the Administrator as "critical" by requiring the records of special tests to be retained by the air carrier until such components are sold or, if retired, for one year from the date of retirement or the cancellation of the registration certificate, if registered.

The foregoing record requirements are considered necessary to enable the Board and the Administrator to discharge fully their respective accident investigation and safety regulatory responsibilities.

Interested persons have been afforded an opportunity to participate in the making of this regulation (23 F. R. 1737), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 18 of the Civil Air Regulations (14 CFR Part 18, as amended) as follows effective November 5, 1958.

By amending § 18.24 by designating the existing provision as paragraph (a) and by adding a new paragraph (b) to read as follows:

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18.24 Provisions for air carrier records. * * *

(b) The registered owner or operator of air carrier aircraft shall retain records for each such aircraft and its components as follows:

(1) Retain all records of major structural repairs and major alterations until the aircraft is sold, in which case the records shall be transferred to the new registered owner or operator. In the event that the aircraft is retired, the records shall be retained for one year after the date of cancellation of the registration certificate.

(2) Retain for at least one year records of all maintenance performed: Provided, That, when an approved continuous maintenance system is used, the records of the last complete overhaul cycle for each aircraft and its components must also be retained and be available at all times. In the event that the aircraft and its components is sold, the records shall be transferred to the new registered owner or operator.

(3) Retain all records of X-rays, and other special tests specified by the Administrator, which relate to aircraft components designated by the Administrator as critical components until such components are sold, in which case the records shall be transferred to the new owner or user. In the event that such components are retired, such records shall be retained for one year from the date of retirement or the date of cancellation of the registration certificate, if registered.

The record keeping requirements contained herein have been approved by the Bureau of the Budget.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 605, 702, 52 Stat. 1007, 1010, 1013, as amended; 49 U.S.C. 551, 555, 582)

By the Civil Aeronautics Board:

/s/ Mabel McCart

Mabel McCart
Acting Secretary

(SEAL)

Part 18 last printed July 17, 1956.