CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

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CIVIL AIR REGULATIONS

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# PART 01—AIRWORTHINESS CERTIFICATES

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# CIVIL AIR REGULATIONS

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### 01.1 AIRWORTHINESS CERTIFICATES

**01.10 Application.** Application for an airworthiness certificate may be made by the registered owner of any aircraft registered as an aircraft of the United States upon the applicable form prescribed and furnished by the Administrator.

**01.11 Requirements for issuance.** Prior to the issuance of an airworthiness certificate the subject aircraft shall be inspected by a duly authorized representative for the Administrator to determine whether it is in condition for safe operation and complies with the airworthiness requirements specified in the Civil Air Regulations: *Provided*, That an airworthiness certificate may be issued for an aircraft for which no such certificate has previously been issued and which has been manufactured under type certificate or under a type and a production certificate if the applicant for such certificate, upon request, presents to a duly authorized representative for the Administrator a Statement of Conformity properly executed by the manufacturer of the aircraft on a form prescribed and furnished by the Administrator, and if the aircraft satisfactorily passes an inspection made to determine whether such aircraft is in condition for safe operation: *Provided further*, That an aircraft manufactured under a type certificate only shall undergo, and an aircraft manufactured under a type and a production certificate may be required to undergo, an inspection to determine whether such aircraft conforms to the type certificate under which it is manufactured.

**01.12 Aircraft Operation Record requirements.** An aircraft for which an airworthiness certificate is currently in effect, hereinafter referred to in these regulations as a certificated aircraft, shall not be operated unless there is attached to such airworthiness certificate the appropriate Aircraft Operation Record prescribed and issued by the Administrator, nor shall such aircraft be operated other than in accordance with the limitations for safe operations prescribed and set forth by the Administrator in such record. An aircraft for which an airworthiness or experimental certificate is in effect on the effective date of this section may be operated without an Aircraft Operation Record until expiration, cancellation, or revocation of any such certificate.

**01.13 Duration.** An airworthiness certificate shall be of 60 days' duration and, unless the holder thereof is otherwise notified by the Administrator within such period, shall continue in effect indefinitely thereafter, unless suspended, revoked, or cancelled, except that it shall immediately expire (1) at the end of a specifically designated period* after the date of issuance of the certificate or after the date of the last endorsement thereof, whichever is later, if the holder of

* A statement of duration in substantially the form of §01.13 will appear on all airworthiness certificates. The above reference to a "specifically designated period" means the period which will be designated on each airworthiness certificate. Under ordinary circumstances an airworthiness certificate will have to be endorsed each year.

such certificate fails to secure within such period an examination or inspection by an authorized inspector for the Administrator, or (2) at any time an authorized inspector of the Administrator shall refuse to endorse such certificate after examination or inspection.

**01.14 Transferability.** An airworthiness certificate and the attached currently effective Aircraft Operation Record, upon transfer of ownership, shall remain with the aircraft for which they were issued.

## 01.2 AIRWORTHINESS CERTIFICATE RULES

**01.20 Display.** An airworthiness certificate shall be carried at all times in the aircraft for which such certificate has been issued, and shall be presented upon the request of any duly authorized representative for the Administrator or Board, or any State or municipal official charged with enforcing local laws or regulations involving Federal compliance.

**01.21 Cancellation.** An airworthiness certificate may be cancelled upon the written request of the registered owner of the aircraft.

**01.22 Surrender.** Upon the cancellation, suspension, revocation, or expiration of an aircraft airworthiness certificate the owner of the aircraft shall, upon request, surrender such certificate to any officer or employee of the Administrator.

**01.23 Inspection.** An inspector of the Administrator shall be permitted at any time and place to make such inspections as may be deemed necessary to determine compliance with the requirements of this Part of the Civil Air Regulations.

**01.24 Maintenance of certificated aircraft.** A certificated aircraft shall not be operated unless maintained in condition for safe operation.

**01.25 Periodic inspection.** A certificated aircraft shall not be operated unless, within the 100 hours of flight time last preceding such operation such aircraft shall have been given a periodic inspection. Such inspection shall be made by a person to whom there has been issued a currently effective and appropriate mechanic certificate, and shall be made in accordance with the Periodic Aircraft Inspection Report form prescribed and furnished by the Administrator: *Provided,* That in the case of aircraft operated in scheduled air transportation service, such inspection shall be made in accordance with a form acceptable to the Administrator. The results of such inspection shall be entered in the aircraft log-book and on the Periodic Aircraft Inspection Report form over the signature and certificate number of the person making the same.

**01.26 Other inspections.** In all cases, except inspections following repairs or alterations to certificated aircraft, the registered owner shall be responsible for having such aircraft given a periodic inspection, by a person to whom there has been issued a currently effective and appropriate mechanic certificate, within a reasonable time prior to presentation for inspection by a duly authorized representative of the Administrator. In cases of inspections following repairs or alterations of aircraft, such representative may require such inspection of the aircraft as he deems necessary, by a person to whom there has been issued a currently effective and appropriate mechanic certificate.

**01.27 Log-books.** The registered owner of a certificated aircraft shall be responsible for the maintenance and, upon request, the presentation to a duly authorized representative of the Administrator or Board, of a log-book for the aircraft and a log-book for each engine installed therein. Such log-books shall be current, accurate, legible, and permanent records. The aircraft log-book shall contain an operating history of the aircraft which shall include, but shall not be limited to, flight time of the aircraft, reports of periodic or other inspections, minor repairs, and minor alterations of the aircraft structure and propellers. Each engine log-book shall contain an operating history of the aircraft engine to which it pertains, which shall include, but shall not be limited to, the running time of the engine in flight, reports of inspections, minor repairs, and minor alterations of the aircraft engine. Log-book entries may be replaced in the case of scheduled air carrier aircraft, aircraft engines, and propellers, by a suitable system of recording the information required in this section.

**01.270 Log-books for rebuilt aircraft engines.** A new aircraft engine log-book may be used for an aircraft engine rebuilt by the manufacturer. Such log-book shall contain a signed statement, by such manufacturer or his authorized representative, setting forth the date the engine was rebuilt and such other information as the Administrator may deem necessary. Such log-book shall be maintained in accordance with section 01.27, except that the operating history of the engine prior to the date it was rebuilt shall not be required.

## 01.3 ACCIDENTS

**01.30 Report and notification of accidents.** A written report shall be made without delay to the Civil Aeronautics Board at its nearest branch office of every accident involving a civil aircraft which occurs within the United States* and every accident involving a certificated aircraft of the United States, without regard to where it occurs. Such report shall be made upon an accident report form furnished by the Civil Aeronautics Board. In addition, the Civil Aeronautics Board, or the Administrator of Civil Aeronautics, shall be notified immediately in person or by cable, telegraph, telephone, or radio, of the occurrence of any air carrier accident, or accident resulting in serious or fatal injury to any person, or accident known or believed to have resulted from a structural failure in flight. This requirement of immediate notification shall apply to every such accident involving civil aircraft which occurs within the United States and every such accident involving air carrier aircraft without regard to where it occurs. The pilot in command of a non-air carrier aircraft involved in the accident shall make the report and notification of the accident as required by this section unless he is incapacitated, in which event the operator** of the aircraft shall make such report and notification. The operator of an air carrier aircraft involved in an accident shall make such report and notification.

**01.31 Removal, release, and preservation of wreckage.**

**01.310 Removal.** (a) No aircraft or part thereof, involved in an air carrier accident or in an accident resulting in serious or fatal injury to any person, or accident known or believed to have resulted from structural failure in flight, shall be moved or disturbed, except:

(1) When necessary for giving assistance to persons injured or trapped in the wreckage;

(2) When necessary in the interest of public safety;

(3) When specific permission shall have been granted by an authorized representative of the Civil Aeronautics Board, or of the Administrator of Civil Aeronautics;

(4) When prompt movement of the aircraft is necessary to protect it from further serious damage and it is impossible to secure immediate communication with any person authorized in subsection (3) to direct the removal.

(b) Any movement of the aircraft, or any part thereof, under subsection (a) shall be so accomplished as to entail the minimum possible disturbance of the material concerned. Prior to such movement a record of the original position and condition of the wreckage (as complete and accurate as possible under the circumstances) shall be made unless the danger to public safety is such as to permit of no delay whatever, or unless an authorized representative of the Civil Aeronautics Board has directed otherwise.

(c) The requirements of this section shall be applicable with respect to all accidents as described in subsection (a) hereof, which occur within the United States and with respect to all air carrier accidents without regard to where they occur.

**01.311 Release.** No aircraft or part thereof, involved in an air carrier accident or in an accident resulting in serious or fatal injury to any person, or accident known or believed to have resulted from structural failure in flight, shall be released for repair, salvage, disposal, or any other purpose except upon specific permission granted by an authorized representative of the Civil Aeronautics Board.

*"United States," as used in these regulations, means the States, the Territories and possessions, and the territorial waters surrounding them unless a different meaning is specifically indicated.

**"Operator," includes the owner or lessee or any other person that causes or authorizes the operation of the aircraft.

**01.312 Preservation.** An aircraft, aircraft engine, propeller or appliance, or any part or parts thereof, involved in an accident, shall be preserved and removed to such place or places as directed by the Civil Aeronautics Board or any authorized representative thereof for purposes of safekeeping, inspection, testing, or any other purpose consistent with the powers and duties granted the Civil Aeronautics Board under section 702 (a) of the Civil Aeronautics Act of 1938, as amended: *Except*, That the wreckage of an aircraft involved in a type of accident other than the categories described in § 01.310 need not be preserved unless specifically directed by the Civil Aeronautics Board or an authorized representative thereof.

**01.32** (Unassigned).

**01.33 Aircraft accidents.** An accident involving aircraft is an occurrence involving either or both of the following conditions: (a) an accident which results in serious injury or death to an occupant of an aircraft, or to any other person by direct contact with the aircraft; (b) an accident which results in damage to an aircraft sufficiently serious to render it unairworthy. Defects or damage first discovered during routine maintenance, inspection, or overhaul shall not be considered as constituting damage under this definition regardless of its nature or extent.

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