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

Civil Air Regulations Amendment 43-2
Effective: July 17, 1956
Adopted: April 13, 1956

GENERAL OPERATION RULES

ELIMINATION OF THE ANNUAL INSPECTION
OF GENERAL AIRCRAFT

Currently effective maintenance provisions of Part 43 of the Civil Air Regulations require owners and operators of general aircraft to maintain their aircraft in accordance with Part 18 and to have the aircraft inspected once a year by a representative of the Administrator or an appropriately certificated repair station. In addition, prior to the annual inspection, such aircraft must receive a periodic inspection conducted by an appropriately certificated mechanic or repair station. If the aircraft is used for hire, it must also receive an inspection each 100 hours of operation. The owner or operator is presently required to retain various CAA forms in addition to his aircraft and engine records.

Amendments to other parts of the Civil Air Regulations are being made concurrently with these amendments to Part 43 in order to simplify the procedures for inspection, retention of records, and return to service, of general aircraft and to assign to the industry the final responsibility for making inspections and for maintaining documentary evidence of continued airworthiness subject to such surveillance activities as the Administrator determines necessary.

Part 43 is being amended to provide the owner or operator of an aircraft with two methods of inspection. The first requires a periodic inspection once each year; and, in addition, requires a 100-hour inspection on those aircraft used for carrying passengers for hire or used for flight instruction for hire. The second, or alternate method, requires the use of a system whereby the inspection may be conducted on a progressive or continuous basis which permits a balanced or equalized workload, thus allowing increased utilization of the aircraft. An authorized representative of the Administrator is not required to return the aircraft to service after any of these inspections.

A record of the time in service of the aircraft and each engine, inspections, maintenance, compliance with mandatory notes, weight and balance record, equipment list, and a reference to major repairs and major alterations are now required to be kept in the aircraft log.

Interested persons have been afforded an opportunity to participate in the making of these amendments (20 F.R. 7380), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR Part 43, as amended) effective July 17, 1956:

1. By amending § 43.20 to read as follows:

43.20 General. No person shall operate an aircraft unless it is in an airworthy condition. Maintenance shall be performed in accordance with Part 18 of this subchapter.

2. By amending § 43.22 to read as follows:

43.22 Inspections.

(a) Periodic and one-hundred-hour inspections. No aircraft shall be operated, except when it carries a special flight authorization or a currently effective experimental certificate, unless within the preceding 12 calendar months it has been given a periodic inspection in accordance with the requirements of Part 18 of this subchapter and has been approved for return to service by a person authorized by Part 18 of this subchapter. Additionally, an aircraft shall not carry passengers for hire or be used for flight instruction for hire unless within each 100 hours of time in service it has been inspected in accordance with the requirements of Part 18 of this subchapter and has been approved for return to service by a person authorized in Part 18 of this subchapter: Provided, That this interval may be exceeded by not more than 10 hours when necessary to reach a point at which the inspection may be accomplished, in which event such time must be included in the next 100-hour interval. The periodic inspection required above will be accepted as a 100-hour inspection.

(b) Progressive inspection. An aircraft shall be exempt from the provisions of paragraph (a) of this section if the owner or operator provides or makes arrangements for suitable procedures, personnel, and facilities for progressive inspection as prescribed by the Administrator in accordance with Part 18 of this subchapter.

(c) Other exemptions. An aircraft shall be exempt from the provisions of paragraphs (a) and (b) of this section if:

(1) It is an aircraft operated in accordance with the provisions of Part 40 or Part 41 of this subchapter; or

(2) It is an aircraft of more than 12,500 pounds maximum certificated take-off weight and is operated in accordance with the provisions of Part 42 of this subchapter.

NOTE: Until the expiration or exchange of the currently effective airworthiness certificate, an aircraft will be operated in accordance with the provisions of § 43.22 prior to its revision. However, the owner or operator may, at his option, exchange the old certificate at any time prior to its expiration date. For the purpose of implementing this amendment, the inspection for original issuance or renewal of the airworthiness certificate may be considered equivalent to the periodic inspection required by the amended § 43.22 (a). The periodic inspection required by § 43.22 (b) prior to this amendment will be considered equivalent to a 100-hour inspection required by the amended § 43.22 (a).

3. By amending § 43.23 to read as follows:

43.23 Aircraft and engine maintenance records. The registered owner or operator shall maintain a maintenance record in a form and manner prescribed by the Administrator which shall include a current and accurate record of the total time in service on the aircraft and on each engine, a record of inspections, and the record of maintenance required by Part 18 of this subchapter. Such records shall be:

(a) Presented for required entries each time inspection or maintenance is accomplished on the aircraft or engine,

(b) Transferred to the new registered owner or operator upon disposition of the aircraft or engine involved, and

(c) Made available for inspection by authorized representatives of the Administrator or Board.

4. By amending § 43.70 by adding, in proper alphabetical order, the following definitions:

43.70 Definitions. * * *

Aircraft. An aircraft means any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air, including airframe, powerplant, propeller, and appliances.

Maintenance. Maintenance, which includes preventive maintenance, means the inspection, overhaul, repair, upkeep, and preservation of airframes, powerplants, propellers, and appliances, including the replacement of parts.

Operate. Operate means to cause or authorize the operation of aircraft, whether with or without the right of legal control (in the capacity of owner, lessee, or otherwise) of the aircraft.

One-hundred-hour inspection. A 100-hour inspection is an inspection of an aircraft required within each 100 hours of time in service and is a complete airworthiness inspection of such aircraft and its various components and systems in accordance with procedures prescribed by the Administrator.

Periodic inspection. A periodic inspection is an inspection of an aircraft required once each 12 calendar months and is a complete airworthiness inspection of such aircraft and its various components and systems in accordance with procedures prescribed by the Administrator.

Progressive inspection. A progressive inspection is a continuing airworthiness inspection of an aircraft and its various components and systems at scheduled intervals in accordance with procedures prescribed by the Administrator.

Time in service. Time in service, as used in computing maintenance and inspection time records, is the time from the moment an aircraft leaves the ground until it touches the ground at the end of a flight.

NOTE: The reporting and/or record-keeping requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(Sec. 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:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Adams, Vice Chairman, dissenting.

Part 43 last printed October 1, 1954.