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

Civil Air Regulations Amendment 43-9
Effective: December 15, 1952
Adopted: December 15, 1952

GENERAL OPERATION RULES

EDITORIAL CORRECTION

As a result of a recent survey of the Civil Air Regulations it was noted that certain references to sections or parts of the regulations were erroneous. Most of these errors occurred when certain parts of the regulations were renumbered or amended.

The purpose of this amendment is to correct an erroneous reference found in Part 43.

Since this amendment is merely a correction of an existing error or clarifying and minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective without prior notice.

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 immediately:

By amending § 43.30 (a) (12) by deleting the second sentence and substituting in lieu thereof the following: "Safety belts shall be of an approved type."

(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; 62 Stat. 1216)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 43 last printed August 1, 1949.

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

Civil Air Regulations Amendment 43-10
Effective: October 16, 1947
Adopted: September 16, 1947

EXEMPTION OF SCHEDULED AIR CARRIER AIRCRAFT FROM COMPLIANCE WITH THE ANNUAL AND PERIODIC INSPECTION REQUIREMENTS OF PART 43

The maintenance and inspection systems required by Parts 41 and 61 of the Civil Air Regulations insure the continued airworthiness of air carrier aircraft at least as effectively as the annual or periodic inspections required by the general operation rules of Part 43.

The purpose of this regulation is to specifically exempt from the periodic and annual inspection requirements of § 43.22 those air carrier aircraft which are maintained and inspected in accordance with Parts 41 or 61.

Effective October 16, 1947, Part 43 of the Civil Air Regulations is amended as follows:

1. By amending § 43.22 to read as follows:

43.22 Inspections.

(a) Annual inspection. An aircraft shall not be flown, except for airworthiness flight tests, unless within the preceding 12 calendar months it has been given an annual inspection as prescribed by the Administrator and has been found to be airworthy by a person designated by the Administrator.

(b) Periodic inspection. An aircraft shall not be flown for hire, unless within the preceding 100 hours of flight time it has been given a periodic inspection by an appropriately rated mechanic in accordance with the periodic inspection report form prescribed by the Administrator, has been found to be airworthy, and a notation to that effect has been entered by such mechanic in the aircraft log. The annual inspection required by paragraph (a) will be accepted as one such periodic inspection.

(c) Air carrier exemption. Aircraft of Air carrier aircraft are exempted from (a) and (b) above when such aircraft are maintained and inspected in accordance with a continuous maintenance and inspection system as provided for by Part 41, 42, or 61.

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 43 last printed July 1, 1945.

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

Civil Air Regulations Amendment 43-11
Effective: November 28, 1947
Adopted: October 21, 1947

FLIGHT AREA LIMITATIONS

Part 43 of the Civil Air Regulations requires that a student pilot must have acquired 10 solo flight hours and have his student pilot certificate endorsed by a flight instructor in order that he be permitted to operate an aircraft outside of the designated local flying area.

Part 20 of the Civil Air Regulations presently exempts graduates of certificated flying schools from certain of the experience requirements of that Part. Such exemptions have been accorded because of the high standards of personnel, equipment, and curriculum required of such schools and the specialized instruction given therein. For the same reasons it is believed appropriate to accord students undergoing instruction in such schools exemption from the requirements of section 43.52 and to permit them to fly outside the designated local flying area when deemed competent to do so by the certificated flying school in which they are enrolled.

The purpose of this amendment is to permit a student pilot in a certificated flying school to operate an aircraft outside a local flying area designated by an instructor, prior to having acquired 10 solo flight hours, when he is deemed competent to do so by the flying school concerned. Such an amendment will expedite student training in certificated flying schools without adversely affecting existing safety standards.

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

Pursuant to the Civil Aeronautics Act of 1938, as amended,* particularly §§ 205 (a), 601, and 602 thereof, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR, Part 43, as amended) effective November 28, 1947:

By amending § 43.52, Flight area limitations, to read as follows:

43.52 Flight area limitations. A student shall not pilot an aircraft outside a local flying area designated by his flight instructor until:

(a) he has had at least 10 solo flight hours, or if enrolled in and receiving flying instruction from an approved air agency, he is deemed competent by such agency, and

(b) his student pilot certificate has been appropriately endorsed by a flight instructor.

*(52 Stat. 984, 1007; 49 U.S.C. 425, 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

(SEAL)

M. C. Mulligan
Secretary

Part 43 last printed July 1, 1945.