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

Civil Air Regulations Amendment 50-1
Effective: February 15, 1958
Adopted: January 10, 1958

AIRMAN AGENCY CERTIFICATES

DELETION OF HANGAR FACILITIES REQUIREMENT

Part 50 of the Civil Air Regulations prescribes minimum requirements for the issuance of airman agency certificates for one or more school ratings. Section 50.12 (b) requires each flying school to have "Adequate hangar facilities housing all aircraft used for flight instruction."

The Board has reviewed the necessity for retaining the hangar requirement of § 50.12 (b) and has concluded that this requirement is not necessary to assure that the airworthiness of aircraft used in flight training is maintained.

In reaching this conclusion, the Board has taken into consideration the fact that the Civil Air Regulations currently require all aircraft used for flight instruction and other purposes for hire, whether hangared or not, to be given a periodic inspection or, in the alternative, require that such aircraft be inspected in accordance with a continuous airworthiness inspection system (progressive system) which provides for inspections at scheduled intervals in accordance with procedures prescribed by the Administrator. A record of the time in service of each aircraft and engine, inspections, maintenance, compliance with mandatory notes, weight and balance records, equipment list, and a reference to major repairs and major alterations are now required to be kept in the aircraft log. There is no special exemption given for aircraft that are required to be kept hangared, nor are there more stringent requirements for those aircraft which are not required to be hangared. The approved school operator is the only segment of aviation burdened with the requirement to hangar aircraft.

The degree of surveillance exercised by the Administrator of Civil Aeronautics is considered sufficient to assure that all aircraft used for flight instruction by agencies certificated under Part 50 are inspected and maintained in an airworthy condition, as required by the Civil Air Regulations, whether or not such aircraft are kept in a hangar.

Interested persons have been afforded an opportunity to participate in the making of this amendment (22 F.R. 7080), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 50 of the Civil Air Regulations (14 CFR Part 50, as amended) effective February 15, 1958.

By amending § 50.12 by deleting paragraph (b) and redesignating paragraphs (c) through (g) as (b) through (f), respectively.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 607, 52 Stat. 1007, 1011, as amended; 49 U.S.C. 551, 557)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

Part 50 last printed December 22, 1955.

USCOMM-DC-10608