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

At a session of the Civil Aeronautics Board held at its office in Washington, D. C., on the 10th day of October, 1941.

Regulations
Serial Number 193

TITLE: PILOT AND AIRCRAFT CERTIFICATES REQUIRED

Amendment No. 135 to C. A. R., amending sections 60.30 and 60.31.

Insert following p. 6, Part 60.

Effective: December 1, 1941

Having had under consideration the matter of the operation of uncertificated aircraft in the air space overlying the United States and the operation of aircraft in such air space by uncertificated pilots, and having held a public hearing after due notice at its office in Washington, D. C., on the 24th day of September, 1941, and

THE BOARD FINDS THAT:

(1) As of September 1, 1941, the total number of civilian pilots certificated by the Administrator of Civil Aeronautics was 181,281, including student pilots, representing an increase in the number of civilian pilots certificated of more than 200 percent since July 1, 1938, and in addition thereto there were an undetermined number of uncertificated pilots;

(2) As of September 1, 1941, the total number of civil aircraft certificated by the Administrator of Civil Aeronautics was 22,885, representing an increase in the number of aircraft certificated of more than 130 percent since July 1, 1938, and in addition thereto there were 549 uncertificated aircraft recorded;

(3) In 1940 over 264,000,000 miles were flown in non-scheduled flying operations, representing an increase of more than 100 percent over the number of miles flown in such operations during 1938;

(4) In 1940 more than 34,000,000 miles were flown in commercial charter operations, representing an increase of more than 80 percent over the number of miles flown in similar operations during 1938;

(5) In 1940 more than 108,000,000 revenue miles were flown in domestic scheduled air carrier operations, representing an increase of more than 50 percent over the number of revenue miles flown in similar operations during 1938;

(6) During the year 1941 the aeronautical activity of the armed forces of the United States has increased tremendously and will increase in accordance with projected national defense plans;

(7) At present the civil airways cover more than 600,000 square miles or 20 percent of the territory of the continental United States;

(8) As of September 1, 1941, a total of 2,658 landing areas were reported, of which more than 40 percent were located off the civil airways;

(9) Scheduled air carrier operation which was formerly conducted only on the civil airways is no longer restricted to such airways;

(10) A great percentage of the operation of non-scheduled air carriers is conducted off the civil airways;

(11) The development of radio navigational aids will increase the operations conducted in air commerce off the civil airways;

(12) The aeronautical activity of the armed forces of the United States is not confined to the civil airways but may be conducted anywhere in the air space overlying the United States;

(13) The operation of uncertificated aircraft and the pilotage of aircraft by uncertificated airmen anywhere in the navigable air space overlying the United States constitute a hazard to interstate, overseas and foreign air commerce;

(14) The Civil Aeronautics Act, of 1938, as amended, imposes upon the Board the responsibility of anticipating possible hazards to interstate, overseas, or foreign air commerce and of taking necessary action to protect such air commerce;

THE BOARD FURTHER FINDS THAT:

(1) Any operation of any aircraft in the air space overlying the United States either directly affects, or may endanger safety in, interstate, overseas, or foreign air commerce;

(2) In order to protect interstate, overseas, and foreign air commerce, it is necessary that all pilots and aircraft operating in the air space overlying the United States be certificated;

(3) The Board's action herein is desirable in the public interest, and for the protection of safety in air commerce, and is necessary to carry out the provisions of, and to exercise and perform its duties under, the Civil Aeronautics Act of 1938;

NOW, THEREFORE, the Civil Aeronautics Board, acting pursuant to the authority vested in it by the Civil Aeronautics Act of 1938, as amended, particularly sections 205(a) and 601(a) of said Act, amends the Civil Air Regulations as follows:

Effective December 1, 1941, sections 60.30 and 60.31 of the Civil Air Regulations are amended to read as follows:

"60.30 Pilot certificates. No person shall pilot a civil aircraft in the United States unless such person holds a valid pilot certificate or in violation of any term, condition, or limitation of such certificate: Provided, That an alien may pilot a civil aircraft in the United States in accordance with a pilot certificate issued or validated pursuant to a reciprocal arrangement entered into between the United States and the foreign government from which such alien holds a valid pilot certificate.

"60.31 Aircraft certificate. No flight of civil aircraft, other than of a foreign aircraft whose navigation in the United States has been authorized according to law, shall be made or authorized to be made in the United States unless there is outstanding for such aircraft a valid aircraft airworthiness certificate, or in violation of any term, condition, or limitation of such certificate."

By the Civil Aeronautics Board:

/s/ *Darwin Charles Brown*

Darwin Charles Brown
Secretary

(S E A L)