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

Civil Air Regulations Revised Part 62
Effective: February 11, 1954
Adopted: February 11, 1954

NOTIFICATION AND REPORTING OF AIRCRAFT ACCIDENTS AND OVERDUE AIRCRAFT

Presently effective Part 62 of the Civil Air Regulations sets forth provisions for the notification and reporting of accidents involving civil aircraft in the United States and aircraft of United States registry wherever they may occur. It also sets forth provisions for the notification of overdue aircraft. This part has heretofore provided that the required action be reported to the Civil Aeronautics Board.

On November 10, 1953, the Civil Aeronautics Board delegated to the Administrator of Civil Aeronautics the authority to investigate after December 31, 1953, those accidents involving fixed-wing aircraft having a maximum take-off weight of 12,500 pounds or less. In order to provide the Administrator with the notification of such accidents and the reports necessary for the proper investigation of such occurrences, this regulation provides that the notification and reporting of such accidents shall be directed to the Civil Aeronautics Administration instead of the Board as heretofore required. These requirements are generally the same as those that were formerly applicable to "other than air carrier aircraft." Notification and reporting of all other accidents will continue to be directed to the Civil Aeronautics Board. These requirements are generally the same as those formerly applicable to "air carrier aircraft." Several other minor changes have been made to clarify the wording of the regulations.

On July 20, 1953, a notice of proposed rule making was issued proposing a change in classification of the subparts which would distinguish notification and reporting requirements for large aircraft as compared to small aircraft. This proposal would also have eliminated the requirement that all large non-air-carrier aircraft damage be reported if it exceeds $100, an amount considered too small for large aircraft. The substance of these changes has been incorporated in this regulation since it conforms with the action of delegating the investigation of accidents involving small aircraft to the Civil Aeronautics Administration.

Since the changes set forth in this regulation are minor in nature and impose no additional burden on any person, notice and public procedure thereon are unnecessary, and the regulation may be made effective without prior notice.

In consideration of the foregoing the Civil Aeronautics Board hereby revises Part 62 of the Civil Air Regulations (14 CFR, Part 62, as amended) effective February 11, 1954 to read as follows:

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PART 62 - NOTIFICATION AND REPORTING OF AIRCRAFT ACCIDENTS AND OVERDUE AIRCRAFT

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NOTIFICATION OF OVERDUE AIRCRAFT

62.45 When notification is to be given.

APPLICABILITY AND DEFINITIONS

62.1 Applicability of this part. This part establishes requirements for the notification and reporting of accidents involving civil aircraft in the United States, its Territories and Possessions, and aircraft of United States registry wherever they occur. It further establishes requirements for the notification of overdue aircraft. Subpart A covers the notification and reporting to be made to the Civil Aeronautics Administration for small fixed-wing aircraft except those used by Alaskan air carriers, while Subpart B provides for the notification and reporting to be made to the Civil Aeronautics Board for all other aircraft.

62.2 Definitions. As used in this part the words listed below shall be defined as follows:

(a) Aircraft accident. An aircraft accident is an accident which occurs during the starting or warming up of an engine or engines, or operation of an aircraft, which results in serious or fatal injury to one or more persons or in substantial damage to any aircraft, or which involves a collision of two or more aircraft. Whenever serious or fatal injury results from contact with a rotating propeller which is installed on an aircraft, it shall be considered an aircraft accident.

(b) Aircraft accident incident to flight. An aircraft accident incident to flight is an aircraft accident which occurs between the time an engine or engines are started for the purpose of commencing flight until the aircraft comes to rest with all engines stopped for complete or partial deplaning or unloading. It excludes death or injuries to persons on board which result from illness, altercations, and other incidents not directly attributable to flight operation.

(c) Aircraft accident not incident to flight. An aircraft accident not incident to flight is an aircraft accident other than one defined in paragraph (b) as incident to flight.

(d) Operator. An operator of aircraft is the person who causes or authorizes the operation of the aircraft, such as the owner or lessee of an aircraft.

(e) Fatal injury. A fatal injury is an injury which results in death within 30 days.

(f) Serious injury. A serious injury is an injury which requires hospitalization and medical treatment for a period of five or more days, or

results in a fracture of any bone (except simple fractures of fingers, toes, or nose), lacerations which cause severe hemorrhages, or involve muscles, injury to any internal organ, or second or third degree burns or any burns involving more than five percent of the body surface, provided that the injury does not result in death within 30 days.

(g) Substantial damage. Substantial damage is damage which necessitates major overhaul of the aircraft or the replacement of or extensive repairs to any major component or combination of components of the aircraft. It does not include damage such as scraped wing tips, bent fairing or cowling, small punctured holes in the skin or fabric, dented skin or trailing edge, repairable damage to propeller blades, or damage to tires, engine accessories, or brakes.

(h) Small fixed-wing aircraft. Fixed-wing aircraft having a maximum certificated take-off weight of 12,500 pounds or less.

SUBPART A - NOTIFICATION AND REPORTING TO THE CIVIL AERONAUTICS ADMINISTRATION

APPLICABILITY

62.4 Applicability of Subpart A. The provisions of this subpart apply to all small fixed-wing aircraft except those operated by an air carrier authorized by a certificate of public convenience and necessity to engage in air transportation in Alaska.

NOTIFICATION REQUIREMENTS

62.5 When notification is to be given. In the case of aircraft within the applicability of this subpart, immediate notification shall be given when any aircraft accident incident to flight occurs which (a) is known or believed to have resulted from structural failure of an aircraft, aircraft engine, or propeller, (b) involves collision of two or more aircraft in the air, or (c) results in serious or fatal injury to any person. Notification shall also be given of any occurrence of fire involving any of the components or systems on board the aircraft when incident to flight, regardless of the extent of injury to occupants or damage to the aircraft.

62.6 Responsibility for giving notification. The pilot or pilots, or, if the pilots are incapacitated, the operator shall be responsible for giving such notification.

62.7 To whom notification is directed. The notification shall be directed to the nearest Civil Aeronautics Administration communications station, aviation safety district office, or aviation safety agent.

62.8 Information to be given in notification. The notification shall include the following information concerning the accident, if available: location, date, time of day, number of persons involved, injuries to each, aircraft identification including registration number, aircraft make and model, names of crew members, operator, and briefly the nature of circumstances surrounding the accident.

REPORTING REQUIREMENTS

62.10 When a report is made. A written report shall be made of every aircraft accident incident to flight involving aircraft of United States registry wherever it may occur, when there is serious or fatal injury or where the reasonably estimated cost of repair is $100 or more. A written report may also be required for an aircraft accident not incident to flight, or for any accident involving minor injury or less than $100 estimated cost of repair if the pilot, owner, or operator is requested by an authorized representative of the Civil Aeronautics Administration to furnish it.

62.11 Responsibility for making report. The pilot or operator of the aircraft involved in the accident shall be responsible for making the written report required by § 62.10. The report shall be made as soon as possible and good cause shown in writing for any delay over seven days. If the operator is not the pilot, then each pilot involved in the accident, if physically able at the time of the submission of the report, shall sign the report or attach thereto a signed statement setting forth the facts, conditions, and circumstances pertinent to the accident. If incapacitated at the time of the submission of the report, each pilot shall submit such a statement as soon as he is physically able to do so.

62.12 Form of report and contents. The report shall be made in triplicate on an accident report form furnished by the Civil Aeronautics Administration and shall contain all available information required therein.

62.13 To whom the report is directed. The report shall be mailed or delivered to the nearest aviation safety district or regional office of the Civil Aeronautics Administration. However, where a State by agreement with the Administration actively participates in the investigation of non-air-carrier accidents and the accident occurred in that State, a State aviation official or investigator is authorized to receive such report and exhibits in behalf of the Administration.

NOTE: Where a State aviation authority receives such an accident report and exhibits or conducts the investigation in behalf of the Administration, distribution of the copies of the report shall be in accordance with the agreement with the Administration.

PRESERVATION OF AIRCRAFT WRECKAGE AND RECORDS

62.15 Preservation of aircraft wreckage and records. Aircraft wreckage and records thereof involved in or pertaining to an accident of which notification must be given under the provisions of § 62.5 shall be preserved for the Administration by the pilot, owner, or operator. 1/ Wreckage of aircraft involved in accidents not requiring notification under § 62.5 need not be preserved, unless specifically ordered by an authorized representative of the Civil Aeronautics Administration.

62.16 Prohibition against removing or disturbing aircraft wreckage and records. Aircraft wreckage and records thereof involved in or pertaining to an accident of which notification must be given under the provisions of § 62.5 shall not be disturbed or removed, unless specific permission is granted by an authorized representative of the Civil Aeronautics Administration, except where necessary (a) to give assistance to persons injured or trapped therein, (b) to protect such wreckage from further serious damage, or (c) to protect the public from injury.

62.17 Recording of original position and condition of wreckage. Whenever wreckage is moved in accordance with the provisions of § 62.16, prior to the removal, sketches or photographs shall be made of the original position and condition of the wreckage and marks on the ground, and any pertinent data which cannot be effectively photographed shall be recorded, unless the resultant delay would endanger the lives of persons injured or trapped, or unless essential public interests can be protected only by immediate movement. In any event, movement of the wreckage shall be so accomplished as to entail the minimum possible disturbance thereof, and shall be preserved in accordance with the provisions of § 62.15.

62.18 Release of wreckage. Aircraft wreckage or records thereof involved in or pertaining to an accident of which notification must be given under the provisions of § 62.5 shall not be released for repair, salvage, disposal, or any other purpose until permission is granted by an authorized representative of the Civil Aeronautics Administration.

NOTIFICATION OF OVERDUE AIRCRAFT

62.20 When notification is to be given. When an aircraft is overdue and the operator or owner believes that it has been involved in an accident, the operator or owner shall immediately notify the Civil Aeronautics Administration in accordance with the provisions of §§ 62.6 through 62.8. In addition, it shall be the responsibility of the owner or operator to furnish such records pertinent to flight as may be requested by the Civil Aeronautics Administration. If the aircraft is still missing upon the expiration of seven days, the reporting provisions of §§ 62.10 through 62.13 shall be complied with.

1/ Where accidents occur outside of the United States, its Territories, or possessions, the operator shall only be responsible for taking such measures for preserving aircraft wreckage or records as may legally be taken in the place where the accident occurs.

SUBPART B - NOTIFICATION AND REPORTING TO THE CIVIL AERONAUTICS BOARD

APPLICABILITY

62.30 Applicability of Subpart B. The provisions of this subpart apply to all aircraft covered by this part, which are not covered by Subpart A.

NOTIFICATION REQUIREMENTS

62.31 When notification is to be given. Immediate notification shall be given of any aircraft accident involving aircraft within the applicability of this subpart. Immediate notification also shall be given of any occurrence of fire involving any of the components or systems aboard the aircraft when incident to flight, regardless of the extent of injury to occupants or damage to the aircraft.

62.32 Responsibility for giving notification. The operator of the aircraft shall be responsible for giving notification as provided in § 62.31.

62.33 To whom notification is directed. The notification shall be directed to the Civil Aeronautics Board through its nearest office or through the nearest Civil Aeronautics Administration communications station or agent, who upon receipt shall transmit the information to the nearest Civil Aeronautics Board office. The notification shall be sent by the most expeditious means of communication available.

62.34 Information to be given in notification. The notification shall include the following information concerning the accident, if available: location, date, time of day, number of persons involved, injuries to each, aircraft identification including registration number, aircraft make and model, names of crew members, operator, and briefly the nature of circumstances surrounding the accident.

REPORTING REQUIREMENTS

62.35 When a report is made. A written report shall be made of every aircraft accident incident to flight involving aircraft of United States registry wherever it may occur.2/ A written report will not be required on any aircraft accident not incident to flight, unless the operator has been requested to make such a report by an authorized representative of the Civil Aeronautics Board.

62.36 Responsibility for making report. The operator of the aircraft involved in the accident shall be responsible for making the written report required by § 62.35. The report shall be made as soon as practicable and

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2/ Refer to definitions contained in paragraphs (a), (b), and (g) of § 62.2.

good cause shown in writing for any delay over 10 days. Each member of the crew involved in the accident, if physically able at the time of the submission of the report, shall attach thereto a signed statement setting forth the facts, conditions, and circumstances pertinent to the accident. If incapacitated at the time of the submission of the report, each crew member shall submit a statement as soon as physically able.

62.37 Form of report and contents. The report shall be made in duplicate on an accident report form furnished by the Civil Aeronautics Board and shall contain all available information required therein.

62.38 To whom the report is directed. The report shall be mailed or delivered to the office or representative of the Civil Aeronautics Board nearest the residence of the operator involved, or as otherwise directed by an authorized representative of the Civil Aeronautics Board.

PRESERVATION OF AIRCRAFT WRECKAGE AND RECORDS

62.40 Preservation of wreckage and records. Aircraft wreckage and records thereof involved in or pertaining to an aircraft accident shall be preserved for the Board by the operator. 3/

62.41 Prohibition against removing or disturbing wreckage and records. Aircraft wreckage or records thereof involved in or pertaining to an aircraft accident shall not be disturbed or removed, unless specific permission is granted by an authorized representative of the Civil Aeronautics Board, except where necessary (a) to give assistance to persons injured or trapped therein, (b) to protect such wreckage from further serious damage, or (c) to protect the public from injury.

62.42 Recording of original position and condition of wreckage. Whenever wreckage is moved in accordance with the provisions of § 62.41, prior to the removal, sketches or photographs shall be made of the original position and condition of the wreckage and marks on the ground, and any pertinent data which cannot be effectively photographed shall be recorded, unless the resultant delay would endanger the lives of persons injured or trapped, or unless essential public interests can be protected only by immediate movement. In any event, movement of the wreckage shall be so accomplished as to entail the minimum possible disturbance thereof, and shall be preserved in accordance with the provisions of § 62.40.

62.43 Release of wreckage. Aircraft wreckage or records thereof involved in or pertaining to an aircraft accident shall not be released for repair, salvage, disposal, or any other purpose until permission is granted by an authorized representative of the Civil Aeronautics Board.

3/ Where accidents occur outside of the United States, its Territories, or possessions, the operator shall only be responsible for taking such measures for preserving aircraft wreckage or records as may legally be taken in the place where the accident occurs.

NOTIFICATION OF OVERDUE AIRCRAFT

62.45 When notification is to be given. When an aircraft is overdue and the operator believes that it has been involved in an accident, the operator shall immediately notify the Civil Aeronautics Board in accordance with the provisions of § 62.33 and § 62.34. In addition, it shall be the responsibility of the operator to furnish such records pertinent to the flight as may be requested by the Civil Aeronautics Board.

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

(Secs. 205 (a), 702, 52 Stat. 984; 1013; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 702, 52 Stat. 1007, 1013; 49 U.S.C. 551, 582; 62 Stat. 1216)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)