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

Policy Statements - Part 399
Effective: October 3, 1958
Adopted: October 3, 1958

FREE TRANSPORTATION ON INAUGURAL FLIGHTS IN FOREIGN AIR TRANSPORTATION

In accordance with section 223.8 of Part 223 of the Economic Regulations, the Board has authorized carriers to furnish free transportation on "inaugural flights" operated with "new type" aircraft in foreign air transportation. In processing such applications, a question arose as to whether it would be within the scope of the Board's policy to permit free transportation of persons on inaugural flights in foreign air transportation pursuant to section 403(b) of the Civil Aeronautics Act where the flights were conducted with equipment that was several years old.

In order to clarify its position with respect to deciding on applications for such transportation and resolve the question above stated, the Board is issuing the attached statement of policy.

Since this rule relates only to statements of policy, notice and public procedure hereon are unnecessary, and the regulation may be made effective upon less than 30 days' notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby enacts Regulation Policy Statement No. 6 comprising new section 399.31 of Subpart B of Part 399, effective October 3, 1958, to read as follows:

PART 399 - STATEMENTS OF GENERAL POLICY

SUBPART B - STATEMENTS OF POLICY

FREE TRANSPORTATION ON INAUGURAL FLIGHTS
IN FOREIGN AIR TRANSPORTATION

Section 399.31 - Free Transportation on Inaugural Flights in Foreign Air Transportation with "New Type" Aircraft. This policy statement prescribes the general standards which will be used with respect to deciding applications under section 223.8 of the Board's Economic Regulations for permission to furnish free transportation in foreign air transportation on so-called "inaugural flights" with "new type" aircraft.

I. Free Transportation Permissible. Free transportation relative hereto may be authorized on each type of aircraft as described below when that type is being introduced for the first time by a carrier on its system of routes or a part thereof as hereinafter set forth. Permission for free transportation on such flights may be granted even though the type of aircraft involved may have been on the market and in use by other carriers for a number of years.

II. New Type Aircraft. A reasonable basis for designation of "new type" aircraft for purposes of fixing a free transportation policy lies in the use of the type designation which results from the administration of Part 1 of the Civil Air Regulations. A new type aircraft may be regarded as any one of the following types of aircraft for which the Civil Aeronautics Administration has issued a type certificate under Part 1 of the Civil Air Regulations:

Type Number 1/	Manufacturer's Model Designation	Certification Date
1	DC-4	June 6, 1946
2	DC-6	June 23, 1947
3	DC-6B	April 11, 1951
4	DC-7	November 12, 1953
5	L-049, L-149, L-649, and L-749	December 29, 1945
6	L-1049	November 28, 1951
7	L-1649A	March 29, 1957
8	CV-240	December 7, 1948
9	CV-340 and CV-440	March 27, 1952
10	Boeing S-307	March 13, 1940
11	Boeing SA-307B	May 4, 1940
12	B-377	September 3, 1948
13	Viscount	June 13, 1955
14	M-202	September 3, 1947
15	M-404	October 5, 1951
16	F-27	October 29, 1957

With respect to types of aircraft for which the Civil Aeronautics Administration may issue type certificates under Part 1 of the Civil Air Regulations in the future, all aircraft covered by any one such type certificate will be regarded as of the same type in the Board's consideration of proposals to furnish free transportation on so-called "inaugural flights". Examples of such types of aircraft, which are now being developed, are:

Type Number	Manufacturer's Model Designation
1	B-707
2	DC-8
3	Electra L-188A-08
4	CV-880

1/ All manufacturer's models listed on each line are covered by a single type certificate issued by the CAA, and shall be considered as a single type for purposes of this policy.

With respect to aircraft of foreign manufacture not certificated by the Civil Aeronautics Administration, each basic type aircraft together with all of its variations shall be regarded as one type.

III. Geographical Areas. Some carriers' operations are virtually world-wide in scope and these carriers generally maintain operating divisions or areas. For equitable reasons, therefore, the Board is establishing three "geographical areas" and will consider a carrier's system having routes in more than one of these areas to be divided into separate parts coincident with such areas.

In the case of a carrier having a multi-area system, as above described, inaugural flights may be permitted in each geographical area at the time a new type of aircraft is introduced in service by the carrier in such area. If an inaugural flight is operated over routes of the carrier in two or more geographical areas, such flight will be considered as a separate inaugural flight in each of the geographical areas in which such flight was operated.

"Geographical areas" shall be considered to be as follows:

Area 1 - The area encompassed by the routes of any given carrier between points in the United States, or in a territory or possession of the United States in the Western Hemisphere, on the one hand, and any other points in the Western Hemishphere, on the other hand.

Area 2 - The area encompassed by the routes of any given carrier between points in the United States, or in a territory or possession of the United States,

on the one hand, and points in Europe or Africa, on the other hand, including intermediate points (other than in the United States, or a territory or possession thereof) and also points beyond Europe or Africa in Asia or Australasia, involving passage across the Atlantic Ocean.

Area 3 - The area encompassed by the routes of any given carrier between points in the United States, or in a territory or possession of the United States, on the one hand, and points in Asia or Australasia, on the other hand, including intermediate points (other than in the United States, or a territory or possession thereof), involving passage across the Pacific Ocean.

(Sec. 205(a), 52 Stat. 984; 49 U.S.C. 425. Interpret or apply Section 403, 52 Stat. 992; 49 U.S.C. 483)

By the Civil Aeronautics Board
/s/ Mabel McCart
Mabel McCart
Acting Secretary

(SEAL)