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CIVIL AERONAUTICS MANUAL 42

U. S. Department of Commerce — Civil Aeronautics Administration

Civil Aeronautics Manuals and supplement thereto are issued by the Office of Aviation Safety, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

Supplement No. 8 — **May 15, 1956**

SUBJECT: Area of Operation.

This revision to Civil Aeronautics Manual 42 dated August 1954 eliminates the necessity of listing individually in the operations specifications each country to and from which the air carrier is authorized to conduct overseas and international operations when the air carrier has shown its capability of operating safely anywhere in the world.

NOTE: New and revised material is indicated by brackets [ ].

Remove and destroy the following pages:	*Insert in lieu thereof the following pages:*
III and IV	III and IV
5 and 6	5 through 6–1

John F. Warlick

For WILLIAM B. DAVIS
Director,
Office of Aviation Safety.

Attachments.

Introductory Note

Civil Aeronautics Manual 42 contains in a consolidated form (1) the irregular air carrier and off-route regulations adopted by the Civil Aeronautics Board and (2) the rules, policies and interpretations issued by the Administrator in application to the various sections of the regulations.

CAA *rules* are supplementary regulations issued pursuant to authority expressly conferred on the Administrator in the Civil Air Regulations. Such rules are mandatory and must be complied with.

CAA *policies* provide detailed technical information on recommended methods of complying with the Civil Air Regulations. Such policies are for the guidance of the public and are not mandatory in nature.

CAA *interpretations* define or explain words and phrases of the Civil Air Regulations. Such interpretations are for the guidance of the public and will be followed by the Administration in determining compliance with the regulations.

The manual is arranged to show the number of each section of the regulations followed by the title of the particular section in bold face italic letters. Any rules, policies or interpretations follow the pertinent section of the regulations and are identified by consecutive dash numbers appended to the regulation section number with the title in *bold type* letters.

This manual supersedes Civil Aeronautics Manual 42 dated May 1953. Moreover, the contents of this manual supersede any contradictory material which may be found in any Aviation Safety Release or like publication outstanding on the issuance date of this manual.

This edition extends and brings up to date the text in the edition dated May 1953 by including material on the following subjects:

CAA interpretations and policies relative to sections 42.26 and 42.27 on providing oxygen for, and administering oxygen to, crew members and passengers in pressurized and nonpressurized cabin aircraft at various operating altitudes.

A revised definition of "facilities for the proper inspection, maintenance, overhaul, and repair" under section 42.32 and an explanation of how the Administrator will determine the acceptability of arrangements for such facilities.

The operational use of hourly sequence weather reports, including end-of-runway weather reports, in executing an instrument approach, landing, or takeoff under the provisions of section 42.56.

CAA rules and policies relative to sections 42.70, 42.71, 42.72, 42.76, and 42.77 outline acceptable methods of complying with the operating limitations for transport category airplanes.

En route limitations for Aero Commander 520, Beech AT–11, Beech 50, Grumman G–21, and Lockheed 10A aircraft as required by section 42.80.

Appendix B. A list of provisions of part 42, CAM 42, and other regulations applicable to the certification and operation of air taxi service.

Table of Contents

Applicability

	Section	Page
Applicability of this part	**42.0**	1
Charter flights or other special services (*CAA policies which apply to 42.0 (b)*).	42.0–1	1
Provisions of Part 42 which are applicable to air taxi operators (*CAA interpretations which apply to 42.0 and SR–378*).	42.0–2	2
Operations for which an Air Taxi Operator Certificate is not required (*CAA interpretations which apply to 42.0 and SR–378*).	42.0–3	2

Definitions

Definitions	**42.1**	2
Flight time (*CAA interpretations which apply to 42.1 (a) (14)*)	42.1–1	5
Twilight (*CAA interpretations which apply to 42.1 (a) (20)*)	42.1–2	5

Certification Rules

Certificate issuance	**42.5**	5
Appropriate economic authority (*CAA interpretations which apply to 42.5 (a)*).	42.5–1	5
Application for an Irregular Air Carrier Operating Certificate (*CAA rules which apply to 42.5*).	42.5–2	5
Application for amendment (*CAA rules which apply to 42.5*)	42.5–3	5
Application for overseas and international authorization (*CAA rules which apply to 42.5*).	42.5–4	6
Application for an Air Taxi Operator Certificate (*CAA rules which apply to 42.5 and SR–378*).	42.5–5	6
Amendment and reissuance of Air Taxi Operator Certificates (*CAA rules which apply to 42.5*).	42.5–6	6
[Application for worldwide operation (*CAA policies which apply to 42.5*)]	42.5–7]	6
Duration and renewal	**42.6**	6
Display	**42.7**	6–1
Inspection	**42.8**	6–1
Operations base, maintenance base, and/or office	**42.9**	7
Notice (*CAA rules which apply to 42.9*)	42.9–1	7

Aircraft Requirements

Aircraft required	**42.11**	7
Listing of aircraft (*CAA rules which apply to 42.11*)	42.11–1	7
Listing of small aircraft (*CAA interpretations which apply to 42.11*)	42.11–2	7
Fire prevention requirement	**42.12**	8
Fire prevention requirements (*CAA rules which apply to 42.12*)	42.12–1	8
Engine rotation	**42.13**	8
Minimum performance requirements for all aircraft	**42.14**	8
Take-off performance limitations for large aircraft (*CAA rules which apply to 42.14*).	42.14–1	8
Minimum performance requirements for large airplanes used in passenger operations	**42.15**	8
Aircraft limitations for IFR and land aircraft overwater operations	**42.16**	8
En route performance limitations (*CAA policies which apply to 42.16 (b)*)	42.16–1	9

"(33) *VFR.* The symbol used to designate visual flight rules.

"(34) V_{s_0}. V_{s_0} means the power-off, true-indicated stalling speed of an aircraft. (See the airworthiness requirements under which the airplane was type certificated for the manner in which V_{s_0} is determined.)"

42.1–1 *Flight time (CAA interpretations which apply to sec. 42.1 (a) (14)).* This is construed to mean from "block to block."

42.1–2 *Twilight. (CAA interpretations which apply to sec. 42.1 (a) (20)).* The twilight referred to in this section is deemed to mean civil twilight. "The duration of civil twilight is the interval in the evening from sunset until the time when the center of the sun is 6 degrees below the horizon; or the corresponding interval in the morning between sunrise and the time at which the sun was still 6 degrees below the horizon." [1]

Certificate Rules

"42.5 Certificate issuance.

"(a) *General.* An air carrier operating certificate, describing the operations authorized and prescribing such operating specifications and limitations as may be reasonably required in the interest of safety, shall be issued by the Administrator to a properly qualified citizen of the United States possessing appropriate economic authority granted by the Board pursuant to title IV of the Civil Aeronautics Act of 1938, as amended, who is capable of conducting the proposed operations in accordance with the applicable requirements hereinafter specified. Application for a certificate, or application for amendment thereof, shall be made in a manner and contain information prescribed by the Administrator. No person subject to the provisions of this part shall operate in air transportation without, or in violation of the terms of, an air carrier operating certificate.

"(b) *Exceptions.* Whenever upon investigation the Administrator finds that the general standards of safety required for air carrier operations require or permit a deviation from any specific requirement of this part, he may issue an air carrier operating certificate or amendment providing for such deviation. The Administrator shall promptly notify the Board of any deviation included in the air carrier operating certificate and the reasons therefor."

42.5–1 *Appropriate economic authority (CAA interpretations which apply to section 42.5 (a).* The term "appropriate economic authority" as used in section 42.5 (a) means economic authority from the Board to engage in the air carrier operations for which the air carrier operating certificate is issued.

42.5–2 *Application for an Irregular Air Carrier Operating Certificate (CAA rules which apply to section 42.5).*

(a) Application for an irregular air carrier operating certificate will be made triplicate on form ACA–1602, provided for this purpose by the Administrator. The application form may be obtained by contacting the local aviation safety agent. When the requirements, as prescribed in this part, have been met, the applicant should present his application to the local aviation safety agent and arrange for inspection of his fight equipment and all ground facilities.

(b) Where inspection of the applicant indicates that he is capable of conducting the proposed operation in accordance with applicable requirements, an irregular air carrier operating certificate will be issued, together with operations specifications, which become a part thereof, and will specify the carriage of passengers, cargo, or both; the category and class of aircraft (e. g. airplane single engine land); and the flight conditions under which operations are authorized (e. g. VFR (Day), VFR (Night), IFR (Day), IFR (Night)).

42.5–3 *Application for amendment (CAA rules which apply to sec. 42.5).* Application for amendment of existing operations authorizations listed in the Operations Specifications shall be made on form ACA–1014, Operations Specifications, available at the local aviation safety district office. On the face (blank side) of the form, the air carrier should list all the operations for which authorization is desired; i. e., show operations for which approval is requested and omit the operations no longer desired or for which he is no longer qualified.

[1] Supplement to the American Ephemeris, 1946—Tables of Sunrise, Sunset, and Twilight, issued by the Nautical Almanac Office, United States Naval Observatory. For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

The air carrier should also complete the upper half of the back of the form and submit the signed original and four copies to the local aviation safety agent.

42.5–4 *Application for overseas and international authorization (CAA rules which apply to sec. 42.5).* Application for overseas and international authorization shall be made to the local aviation safety agent in the following manner:

(a) An applicant desiring to engage in overseas and international air transportation shall so indicate in the space provided on form ACA–1602.

(b) The following information must be attached to the application:

(1) List of foreign areas for which operations specifications are desired.

(2) Points between which operations are contemplated.

(3) Type of activity; e. g., cargo, passengers, or a combination of both, etc.

(4) Statement to the effect that diplomatic clearances have been or will be obtained prior to departure either directly or through State Department channels for entry into, or flight over, all of the foreign countries involved. (Indicate which and duration.)

(5) Arrangements which the company has completed or contemplates for the servicing and maintenance of aircraft and equipment abroad.

(6) An outline of the method by which control will be exercised by company headquarters over operations outside the continental limits of the United States or its territories. (In lieu thereof, when a single aircraft and individual are involved, appropriate addresses in foreign countries through which the operator may be reached by normal communication channels.)

(c) An irregular air carrier possessing an irregular air carrier operating certificate, who desires to amend such certificate to include overseas and international operations authorization, shall make application on form ACA–1014 and submit it to the local aviation safety agent, together with the information required by paragraph (b) of this section.

(d) Any operator or pilot contemplating foreign flight should be well-acquainted with the airports of entry, fields to be visited, navigational facilities available, air laws, public health, customs, and any other requirements established by the country or countries into which operations are to be conducted.[2]

42.5–5 *Application for an Air Taxi Operator Certificate (CAA rules which apply to sec. 42.5 and SR-378).* See appendix B.

42.5–6 *Amendment and reissuance of Air Taxi Operator Certificates (CAA rules which apply to sec. 42.5).* See appendix B.

[42.5–7. Application for worldwide operation (*CAA policies which apply to sec. 42.5*). If the air carrier is able to show to the satisfaction of the assigned agent that it is able to conduct operations on a worldwide basis, the following phraseology should be used by the air carrier in filling out the section of the operations specifications pertaining to area of operation:

> "The air carrier is authorized to conduct operations between any point within the United States and any point outside thereof."

[If the air carrier does not desire to conduct operations on a worldwide basis or the assigned agent finds that it is not able to do so, the specific areas to and from which operations are authorized should be listed in the operations specifications. Such listing should show the particular countries or possessions of such countries instead of continental areas. When a country or possession is comprised of a number of islands, the island group rather than the individual should be listed.

[(Published in 21 F. R. 2586 on April 20, 1956, effective May 15, 1956.)]

"42.6 *Duration and renewal.*

"(a) An air carrier operating certificate issued under this part prior to July 1, 1950, shall expire on June 30, 1951, unless (1) such certificate is sooner surrendered, suspended, or revoked, or (2) the Administrator, prior to that date, shall reinspect and reexamine the holder thereof and issue to the air carrier the new-type air carrier operating certificate hereinafter provided. An air carrier operating certificate issued under this part subsequent to July 1, 1950, shall expire

[2] This information is normally contained in the International Flight Information Manual obtainable from the Office of Aviation Information CAA, Washington 25, D. C.

1 year from date of issuance thereof, unless such certificate is renewed by the Administrator or such certificate has been sooner surrendered, suspended, or revoked.

"(b) The Administrator shall renew an air carrier operating certificate if, upon inspection and examination, he finds that the air carrier meets the current requirements of the regulations in this subchapter for issuance of any such certificate. Evidence of renewal of air carrier operating certificates issued subsequent to July 1, 1950, shall be made a part of the air carrier operating certificate in such form and manner as the Administrator may prescribe.

"(c) Application for renewal of an air carrier operating certificate shall be made no later than 60 days prior to the expiration thereof, and shall be made in the form and manner prescribed by the Administrator.

"42.7 *Display.* The air carrier operating certificate shall be kept available at the carrier's principal operations office for inspection by any authorized representative of the Administrator or Board.

"42.8 *Inspection.* Any authorized representative of the Administrator or the Board