Federal Aviation Agency
Washington, D.C.

Civil Aeronautics Manual 43

General Operations Rules

Supplement No. 6, CAM 43 dated Sept. 1959 **June 1, 1962**

SUBJECT: Revisions to CAM 43.

This supplement is issued to incorporate into CAM 43 Civil Air Regulations Amendment 43–15 and Special Civil Air Regulations Nos. SR–392C, SR–446A, SR–450, and SR–451.

Amendment 43–15 concerns aircraft requirements. This amendment stemmed from the First Federal Aviation Agency Airworthiness Review. It was issued March 27, 1962, to become effective May 3, 1962.

Special regulation SR–392C concerns the facilitation of experiments with exterior lighting systems. This regulation was issued January 30, 1962, to become effective February 3, 1962, and supersedes Special Civil Air Regulation No. SR–392B.

Special regulation SR–446A concerns the use of portable frequency modulation (FM) type radio receivers on aircraft during flight. This regulation was issued May 22, 1962, to become effective May 25, 1962, and supersedes Special Civil Air Regulation SR–446.

Special regulation SR–450 concerns airspeed operating limitations for transport category airplanes. This regulation was issued March 27, 1962, to become effective May 3, 1962.

Special regulation SR–451 concerns the requirements for solo flight in single-place rotorcraft of the gyroplane class by holders of student pilot certificates. This regulation was issued May 7, 1962, to become effective June 12, 1962.

New or revised material is enclosed in black brackets on the pages submitted with this supplement, except Special Civil Air Regulations Nos. SR–392C, SR–446A, SR–450, and SR–451, *and the pages in the addendum containing the preambles of amendments.*

Remove the following pages:	*Insert the following new pages:*
III and IV	III and IV
1 and 2	1 and 2
25 and 26	25 and 26
85 and 86	85 and 86
—	89 through 95
P–13	P–13 and P–14

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General Operation Rules

General

43.1 *Scope.* This part governs the operation of civil aircraft in the United States.

(Part 43, 19 F.R. 6370, Oct. 2, 1954, effective Oct. 1, 1954.)

Aircraft Requirements

43.10 *Aircraft requirements.*

(a) No aircraft shall be operated unless an appropriate and valid airworthiness certificate or special flight permit, and a registration certificate issued to the owner of the aircraft, are carried in the aircraft.

(b) No aircraft shall be operated except in accordance with the operating limitations prescribed by the certificating authority of the country of registry.

(c) No aircraft, except foreign aircraft, shall be operated unless it is identified in accordance with the requirements of Part 1 of this subchapter.

[(d) No aircraft, except foreign aircraft, shall be operated unless the operating limitations prescribed for the particular aircraft are set forth in a current approved Aircraft Flight Manual, on placards, listings, instrument markings, or in any combination thereof. The flight manual, placards, listings, or markings shall be legible and accessible to the pilot at his station, and shall include limitations on each of the following items, which have been prescribed for a particular aircraft:

[(1) Airspeeds (e.g., normal operating speed, flaps extended speed, etc.);

[(2) Powerplant (e.g., rpm, manifold pressure, gas temperature, etc.);

[(3) Aircraft weight, center of gravity, and weight distribution, including the composition of the useful load in those combinations and ranges intended to insure that the weight and center of gravity position will remain within approved limits (e.g., combinations and ranges of crew, oil, fuel, passengers, and baggage);

[(4) Minimum flight crew;

[(5) Types of operation;

[(6) Maximum operating altitude;

[(7) Maneuvering flight load factors;

[(8) Rotor speed (for rotorcraft);

[(9) Limiting height-speed envelope (for rotorcraft); and,

[(10) Any other limitations prescribed for a particular aircraft.]

(Part 43, 19 F.R. 6370, Oct. 2, 1954, effective Oct. 1, 1954; as amended by Amdt. 43-3, 22 F.R. 181, Jan. 9, 1957, effective Feb. 7, 1957, Amdt. 43-15, 27 F.R. 3004, Mar. 30, 1962, effective May 3, 1962.)

43.11 *Transport category airplane weight limitations.*

(a) No transport category airplane or airplane certificated in accordance with the transport category performance requirements shall be taken off from any airport located at an elevation outside of the altitude range for which maximum take-off weights have been determined, and no airplane shall depart for an airport of intended destination or have any airport specified as an alternate which is located at an elevation outside of the altitude range for which maximum landing weights have been determined.

(b) The weight of the airplane at take-off shall not exceed the authorized maximum take-off weight for the elevation of the airport from which the take-off is to be made.

(c) The weight at take-off shall be such that, allowing for normal consumption of fuel and oil in flight to the airport of intended destination, the weight on arrival will not exceed the authorized maximum landing weight for the elevation of such airport.

(Added by Amdt. 43-7, 22 F.R. 5863, July 24, 1957, effective Aug. 23, 1957.)

Maintenance

43.20 *General.* No person shall operate an aircraft unless it is in an airworthy condition. Maintenance shall be performed in accordance with Part 18 of this subchapter.

(Part 43, 19 F.R. 6370, Oct. 2, 1954, effective Oct. 1, 1954; as amended by Amdt. 43-2, 21 F.R. 2587, Apr. 20, 1956, effective July 17, 1956.)

Discussion of the Policies Relating to the Requirements of Section 43.20-1

The purpose of this policy is to delineate the responsibilities of the aircraft owner or operator, and the pilot. These responsibilities have been recognized by the industry for years; however, until this time, have not been established in any formal manner.

43.20-1 *General (FAA policies which apply to sec. 43.20).*

(a) Primary responsibility for maintaining the aircraft in an airworthy condition is that of the aircraft owner or operator. The owner or operator must have the aircraft inspected, as required by section 43.22 of this part, and must maintain the airworthiness of the aircraft during the time between the required inspections by having any defects corrected or repaired in accordance with Part 18 of this subchapter during this interim. Various types of aircraft will require different degrees of maintenance. Factors such as kind of operation, climatic conditions, storage facilities, and age of the aircraft will influence the maintenance requirements. Experience has indicated that most aircraft will require some type of preventive maintenance every 25 hours or less, and minor maintenance at least every 100 hours. The owner or operator must also make sure that maintenance personnel have made appropriate entries in the aircraft and maintenance records to indicate that the aircraft has been released to service.

(b) The pilot, however, must assume responsibility for determining that an aircraft is in condition for safe flight or discontinuing the flight when unairworthy mechanical or structural conditions occur. In this connection, the pilot is expected to make a preflight inspection. The preflight inspection should include, but not be limited to, a visual inspection of the aircraft and its components for general condition and state of repair, a functional check of controls, powerplants, instruments, and a determination that sufficient fuel and oil are aboard for the proposed flight.

(Published in 21 F.R. 3183, May 15, 1956, effective July 17, 1956.)

43.21 *Flight tests.* When an aircraft has undergone any repair or alteration which may have appreciably changed its flight characteristics or substantially affected its operation in flight, such aircraft, prior to carrying passengers, shall be test flown by at least a private pilot appropriately rated for the aircraft, and a notation to that effect shall be entered by such pilot in the aircraft log.

(Part 43, 19 F.R. 6370, Oct. 2, 1954, effective Oct. 1, 1954.)

43.21-1 *Flight tests on aircraft prior to carrying passengers—determination of repairs or alterations which may have appreciably changed flight characteristics or substantially affected operation in flight (FAA policies which apply to sec. 43.21).*

(a) The flight test requirement of this section is not necessary where ground tests and/or inspections of an aircraft have been made which conclusively show that the repairs and alterations have not appreciably changed the flight characteristics or substantially affected its operation in flight.

(b) Because of the many types and variations of aircraft repairs or alterations, including engine changes, it is recognized that it is difficult to determine whether or not a repair or alteration has appreciably changed the flight characteristics of an aircraft, therefore an air carrier or other persons accomplishing repairs pursuant to air carrier maintenance rules, will include in the air carrier's or operator's maintenance man-

SPECIAL CIVIL AIR REGULATION NO. SR-450

Effective: May 3, 1962
Adopted: Mar. 27, 1962
Published: Mar. 27, 1962
(27 F.R. 2995)

Airspeed Operation Limitation for Transport Category Airplanes

As a result of the First Federal Aviation Agency Airworthiness Review, the Agency published a notice of proposed rule making affecting several parts of the Civil Air Regulations. This notice which was published in the Federal Register (26 F.R. 5130) and circulated as Civil Air Regulations Draft Release No. 61-12 dated June 8, 1961, also contained a proposed Special Civil Air Regulation which would require, for certain transport category airplanes, revision of the Airplane Flight Manual statement of airspeed operating limitations, and the revision of airspeed indicator markings and installation of an overspeed warning device in turbine-powered airplanes.

Operating records show an increasing number of cases of exceeding the airspeed operating limits on transport category airplanes, particularly on turbine-powered airplanes. Among the probable causes of overspeed are the characteristics of turbine-powered airplanes which make it desirable to operate at the limit speed, the somewhat indefinite significance of the present normal operating limit speed, and the increasing preoccupation of the pilots with air traffic and other duties which distract them from continuous monitoring of airspeed instruments.

For new type airplanes, Part 4b of the Civil Air Regulations is being amended concurrently to replace the existing normal operating limit and never exceed speeds (sections 4b.711 and 4b.712) by a single speed at the previous normal operating limit value. The new single limit in Part 4b is being designated as the "maximum operating limit speed," and will be defined in the Airplane Flight Manual (section 4b.741) as a speed which shall not be deliberately exceeded in any regime of flight, except where a higher speed is authorized for flight test or pilot training operations.

To minimize overspeeding due to pilot preoccupation, section 4b.603(k) is being amended to require an aural warning device on turbine-powered airplanes and other airplanes having a speed margin of less than 20 percent between limit and demonstrated speeds. To insure early warning and thus to make a major portion of the speed margin available for pilot reaction and recovery maneuvers, the speed warning shall occur whenever the speed exceeds the limit speed by more than 6 knots or 0.01 Mach number.

The changes being made to Part 4b relating to airspeed operating limitations apply only to new type airplanes for which application for type certificate is filed on or after the effective date of the amended regulations, and would not affect existing airplanes. This Special Civil Air Regulation is being issued to apply retroactively to transport category

airplanes certificated under the provisions of Part 4b in effect prior to the effective date of the amendments to Part 4b discussed herein.

For turbine-powered airplanes, this regulation requires an aural speed warning device and revision of Airplane Flight Manuals to replace the previous term "normal operating limit speed" with the new term "maximum operating limit speed" and to state that this speed shall not be deliberately exceeded in any regime of flight, except where a higher speed is specifically authorized for flight test or pilot training operations, or in approved emergency procedures. The actual value of this limit speed is not changed. The existing never exceed speed may be retained in the manual since, in some cases, emergency procedures may refer to this speed. Airspeed placards and markings are required to be revised as necessary to reflect the maximum operating limit speed.

For reciprocating engine-powered airplanes, this regulation merely requires revision of the statement in the Airplane Flight Manual explaining the significance of the existing speed limitations.

Since this Special Civil Air Regulation is applicable to existing airplanes, approximately 6 months is being allowed after its adoption for the revision of manuals and approximately one year for installation of warning devices in turbine-powered airplanes. The proposed provision requiring air carriers to take action to insure that their pilots are informed of the changes to the airspeed operating limitation prescribed in this regulation has been withdrawn. Such an additional provision is considered to be unnecessary in that it is the responsibility of the air carrier under other provisions of the Civil Air Regulations to inform their pilots of the current operating limitations for their aircraft.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted, to become effective May 3, 1962:

Contrary provision of the Civil Air Regulations notwithstanding, the following requirements shall be applicable to transport category airplanes certificated under the provisions of Part 4b in effect prior to May 3, 1962:

1. *Turbine-powered airplanes.* (a) On or before September 1, 1962:

(1) The airspeed operating limitations in the Airplane Flight Manual shall be revised by deleting the term "normal operating limit speed" and the corresponding symbols "V_{NO}/M_{NO}", together with statements explaining the significance of this term, and inserting in lieu thereof the term "maximum operating limit speed", the corresponding symbols "V_{MO}/M_{MO}", and the following statement explaining the significance of the new term:

"The maximum operating limit speed shall not be deliberately exceeded in any regime of flight (climb, cruise, or descent), except where a higher speed is specifically authorized for flight test or pilot training operations, or in approved emergency procedures."

(2) Airspeed placards and instrument markings shall be consistent with subparagraph (1) of this paragraph. Where color markings are used on airspeed or Mach indicators, the red radial line shall be at V_{MO}/M_{MO}. Where a maximum allowable airspeed indicator is used, the limit hand shall indicate V_{MO}/M_{MO}.

(b) On or before February 1, 1963, each airplane shall be equipped with a speed warning device which shall provide aural warning to the pilots, which is distinctly

different from aural warnings used for other purposes, whenever the speed exceeds V_{MO} plus 6 knots or $M_{MO}+0.01$. The upper limit of the production tolerances permitted for the warning device shall be at a speed not greater than the prescribed warning speed.

2. *Reciprocating engine-powered airplanes.* On or before September 1, 1962, the airspeed operating limitations in the Airplane Flight Manual shall be revised as necessary to state that the normal operating limit speed, or the maximum structural cruising speed (whichever term is used in the particular manual), shall not be deliberately exceeded in any regime of flight (climb, cruise, or descent), except where a higher speed is specifically authorized for flight test or pilot training operations, or in approved emergency procedures.

SPECIAL CIVIL AIR REGULATION NO. SR–451

Adopted: May 7, 1962
Effective: June 12, 1962
Published: May 11, 1962
(27 F.R. 4507)

Requirements for Solo Flight in Single-Place Rotorcraft of the Gyroplane Class by Holders of Student Pilot Certificates

The Federal Aviation Agency has received requests for relief from the presolo requirements for rotorcraft by individuals who (1) hold a student pilot certificate; (2) have made many flights in gyrogliders while being towed by a surface vehicle or boat; (3) wish to obtain authority to solo gyroplanes during powered flight; (4) are unable to obtain instruction in gyroplanes capable of carrying at least two persons because at the present time there are but 12 such certificated gyroplanes in the country (manufactured and certificated as autogiros); and (5) find that dual flight instruction in a helicopter (which is a class of rotorcraft and consequently would count toward dual flight instruction requirements), is not significant with respect to gyroplane techniques, and is consequently an economic burden not related to safety.

When Part 20 was revised on August 23, 1956, it provided for a single rotorcraft category instead of previous category ratings designated as helicopter and autogiro. This was done because no autogiros had been built for many years. Since then, amateur-built gyrogliders have come into common use. They are single-place and flown by towline attached to a surface vehicle or boat. Some of these have been modified to incorporate a powerplant, and thus the amateur-built, single-place gyroplane has come into use.

The policy of the Agency until recently was to classify gyrogliders as kites when confined to flights at the end of a towline from the surface. On April 5, Part 48 was amended, effective June 4, 1962, by revising the definition of "kite" to include a gyroglider attached by towline to a vehicle on the surface. Therefore, under this policy and under Part 48 as amended (1) a pilot certificate is not required, and (2) the towed flights are subject to the requirements of Part 48.

Under the present regulations, a person who wishes to solo a gyroplane under the terms of a student pilot certificate has no means for qualifying, practically speaking, since there are so few gyroplanes available that are capable of carrying two persons. It is possible to meet the regulatory requirements by receiving dual instruction in a helicopter following which a certificated flight instructor with a rotorcraft rating could endorse the student pilot certificate for the particular make and model of gyroplane to be soloed, provided he has determined that the student is competent to exercise such privileges with safety as required by section 43.64(c).

Since the flight characteristics of helicopters and gyroplanes are different in fundamental respects, the flight instructor would still be

obliged to use some means other than the dual instruction given in a helicopter to make this determination. It is thus apparent that the present requirements are impractical, and burdensome upon a person who holds a student pilot certificate.

Following the type certification of gyroplanes capable of carrying at least two persons, and because of the present interest in them, it is expected that their use may become sufficiently common so that it will be practical in the future for gyroplane student pilots to obtain dual flight instruction in gyroplanes. In the meantime, this special regulation will permit a certificated flight instructor holding a pilot certificate with an airplane or rotorcraft category rating to endorse a student pilot certificate for solo flight in a single-place gyroplane during powered flight if he has witnessed a certain number of towed flights and determined that the student pilot is familiar with the general and visual flight rules of Part 60. He would also be required to determine that the student pilot has been instructed in preparatory and flight procedures such as preflight inspection; starting, warming up, operating, and stopping the engine; and taxiing and parking.

In view of these standards for determining student pilot competence in single-place gyroplanes, it is believed that a flight instructor with either an airplane or rotorcraft rating would be equally competent to judge the proficiency of the student pilot.

Since this special regulation grants relief and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted to become effective June 12, 1962:

1. Contrary provisions of section 20.53 of Part 20 of the Civil Air Regulations notwithstanding, a student pilot may solo a particular make and model of the single-place gyroplane if his pilot certificate has been endorsed by a certificated flight instructor, holding a pilot certificate with either an airplane or rotorcraft rating, who has examined him and found that he has met the following requirements, and is otherwise competent to make a solo flight in such gyroplane:

(a) He is familiar with the general and visual flight rules of Part 60 of the Civil Air Regulations;

(b) He has received instruction from such flight instructor in preparatory and flight procedures such as preflight inspection; starting, warming up, operating, and stopping the engine; taxiing and parking; and emergency procedures, including engine failure;

(c) He has competently performed at least three takeoffs and landings to a full stop in a gyroglider or gyroplane attached by a towline to a vehicle on the surface, that have been observed by a certificated flight instructor holding an airplane or rotorcraft category rating, and the flights have been logged in the student pilot's logbook and certified by the flight instructor.

2. A gyroglider or a gyroplane not using its powerplant, attached by a towline to a vehicle on the surface, is a kite within the meaning of Part 48 of the Civil Air Regulations, and is subject only to the provisions of that part.

3. *Definitions.*

As used in this regulation—

"Glider (or Gyroglider)" means a heavier-than-air aircraft the free flight of which does not depend principally upon a power-generating unit.

"Gyroplane" means a rotorcraft which depends principally for its support upon the lift generated by one or more rotors which are not power driven, except for initial starting, and which are caused to rotate by the action of the air when the rotorcraft is in motion. The propulsion is independent of the rotor system and usually consists of conventional propellers.

"Rotorcraft" means any aircraft deriving its principal lift from one or more rotors.

4. This special regulation shall terminate June 12, 1964, unless sooner superseded or rescinded.

Amendment 43–14

Use of Private Pilots in Charity Airlifts

Adopted: Aug. 1, 1961
Effective: Aug. 9, 1961
Published: Aug. 9, 1961
(26 F.R. 7122)

Section 43.60 of the Civil Air Regulations provides that a private pilot shall not pilot aircraft for compensation or hire. However, this regulation also provides that a private pilot may pilot aircraft in connection with a business if the flight is merely incidental thereto; and that an aircraft salesman holding a private pilot certificate may demonstrate aircraft in flight to a prospective purchaser if he has logged 200 hours of pilot flight time.

For many years charitable organizations used the "Charity Airlift" as a means of raising funds. In such an airlift, the charitable organization offered an airplane ride in exchange for a personal donation. Many of the rides were given in aircraft furnished and operated by private pilots who provided their services without compensation. The money donated by the passengers was retained by the charitable organization, and no payment for the service rendered was made to the pilot or aircraft owner; however, in some cases the organization paid for or supplied the fuel and oil consumed during the flights.

Shortly before the Federal Aviation Agency was established, Civil Aeronautics Board Examiners rendered several opinions on violation cases involving private pilots who had donated their services for fund-raising flights. The Examiners concluded that section 43.60 required pilots engaging in such flights to hold commercial pilot certificates. For some time thereafter, the Federal Aviation Agency permitted the operation of charity airlifts using private pilots, by issuing an individual exemption to the sponsor of each airlift. These exemptions specified safety requirements believed necessary for the particular airlift being conducted. This procedure was discontinued in June 1960 on the premise that passengers who receive rides because of charitable donations are entitled to fly with pilots who meet commercial pilot standards.

In May of 1961, the National Foundation (March of Dimes) petitioned the Federal Aviation Agency to reconsider the matter of charity airlifts involving private pilot participation. The Foundation pointed out that the prohibition against the use of private pilots for such airlifts had adversely affected fund-raising efforts and that the practical effect had been to reduce pilot participation in the 1961 March of Dimes airlifts by nearly 75 percent. They suggested an amendment to the regulations, with the incorporation of special provisions as necessary, which would permit private pilots to participate in charity airlifts.

Consideration has been given to their petition. We have determined that (1) the use of private pilots operating under reasonable restrictions and with adequate supervision should provide a level of safety comparable to that expected of a commercial operation; (2) the heavy administrative burden formerly associated with the issuance of specific exemptions would be eliminated by an appropriate amendment to Part 43 of the Civil Air Regulations; and (3) private pilot participation in charity airlifts, with suitable safety provisions, is in the public interest.

Since this amendment relieves a restriction and delay in extending such relief would impose an unnecessary burden on certain persons, the Administrator for good cause finds that notice and public procedure hereon would be contrary to the public interest and may be omitted, and that this amendment may be made effective on less than 30 days' notice.

Amendment revised section 43.60.

Amendment 43-15

Miscellaneous Amendments Resulting From the First Federal Aviation Agency Airworthiness Review

Adopted: Mar. 27, 1962
Effective: May 3, 1962
Published: Mar. 30, 1962 (27 F.R. 3004)

As a result of the First Federal Aviation Agency Airworthiness Review, the Agency published a notice of proposed rule making affecting several parts of the Civil Air Regulations. This notice was published in the Federal Register (26 F.R. 5130) and circulated as Civil Air Regulations Draft Release No. 61-12 dated June 8, 1961. There are contained herein amendments to Part 43 of the Civil Air Regulations which stem from this First FAA Airworthiness Review.

Section 43.10 presently requires that no aircraft, except foreign aircraft, shall be operated in the United States unless there is available in the aircraft appropriate operating limitations set forth in a form and manner approved by the Administrator or an approved Aircraft Flight Manual. Section 43.10-1 requires that the operating limitations consist of either a current approved Airplane or Rotorcraft Flight Manual, Forms ACA 309 or 309A, or placards or listings or combinations of both. As proposed, section 43.10 has been amended to incorporate the substance of present section 43.10-1, and section 43.10-1 has been deleted. In this connection, the reference to Forms ACA 309 and 309A, previously contained in section 43.10-1, has been deleted since such forms are no longer issued. In those cases where they are still being used they constitute listings within the meaning of this regulation.

Section 43.10 has also been amended, as proposed, to expand the provision concerning the operating limitations to be included in the Flight Manual, or on placards, listings or markings. As amended, section 43.10 specifies additional items for which operating limitations must be included when prescribed for a particular aircraft. These items are consistent with the requirements concerning operating limitations contained in the airworthiness parts of the Civil Air Regulations. In this connection, section 43.10 now requires an operating limitation when prescribed for a particular aircraft concerning the weight distribution including the composition of the useful load in those combinations and ranges intended to insure that the weight and center of gravity position will remain within approved limits. This will insure that when a change in the operating limitations concerning the weight and center of gravity of an aircraft is required following a modification or alteration to such aircraft, the pilot or operator will have the necessary information available to avoid an inadvertent overloading of the aircraft.

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

Amendment revised section 43.10(d) and deleted section 43.10-1.
