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

Civil Air Regulations Amendment 62-1
~~Effective: September 28, 1952~~
Adopted: July 30, 1952

NON-AIR CARRIER ACCIDENT REPORTS

The attention of the Board has been called to the fact that many owners and operators of non-air carrier aircraft fail to report accidents in which no injury results to personnel although the aircraft suffers substantial damage. It appears that many persons are unable to evaluate "substantial damage" as that term is used in Part 62 in the definition of aircraft accident, and would prefer a reporting requirement modeled after State automotive reporting statutes where a dollar amount based upon cost of repair is the established criteria.

Various dollar amounts have been suggested to be consistent with those established for particular States for the reporting of automobile accidents. However, the Board considers that a figure of $100 is sufficiently low to insure that the Board will obtain reports of all incidents where an aircraft suffers substantial damage, and at the same time will not unduly burden it with reports of minor and trivial incidents which would serve no useful purpose.

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.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 62 of the Civil Air Regulations (14 CFR, Part 62, as amended), effective September 28, 1952:

1. By amending § 62.36 to read as follows:

62.36 Report of aircraft accident. A written report shall be made of every aircraft accident incident to flight, involving aircraft of United States registry, wherever it may occur. Upon request to the pilot, owner, or operator by an authorized representative of the Civil Aeronautics Board or the Civil Aeronautics Administration, a written report will also be required on any aircraft accident not incident to flight, or on any occurrence involving minor injury or minor damage. For the purpose of this section only, "substantial damage," as used in the definition of aircraft accident, is damage where the reasonably estimated cost of repair is $100 or more.