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## Civil Aeronautics Manual 1

U. S. Department of Commerce

Civil Aeronautics Administration

Civil Aeronautics Manuals and supplements 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. 3

July 17, 1956

SUBJECT: Revisions to Civil Aeronautics Manual 1, dated October 1952.

This supplement is issued to provide subscribers of Civil Aeronautics Manual 1 with a change in policy with respect to the duration of airworthiness certificates. In addition, a new section has established duration of experimental certificates which necessitated renumbering the existing section pertaining to special flight permits and requirements for their issuance. This supplement shall become effective July 17, 1956.

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

Remove and destroy the following  
pages:

19 through 22  
27 through 28-1  
47 and 48  
v and vi

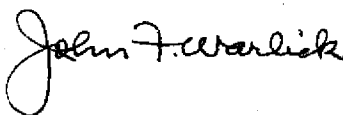
Insert in lieu thereof the following  
pages:

19 through 22  
27 through 28-2  
47 and 48  
v and vi

**INK REVISION:**

Delete the following from the table of contents:

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For William B. Davis  
Director  
Office of Aviation Safety

Attachment

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305, will be accepted as satisfying the citizenship and ownership requirements of section 1.60.

However, at the time the aircraft is presented for the airworthiness inspection, a current registration certificate executed in the name of the applicant must be displayed in the aircraft. Failure to present a current registration certificate will be considered an incomplete application and cause for rejection of the application. There are three types of registration certificates, any one of which will be considered acceptable for the purpose of indicating that the aircraft is currently registered. The three types of registration certificates acceptable are:

(b) THE PERMANENT TYPE. Part A of Form ACA-500 is the permanent registration certificate. This certificate is the one returned to the registered owner from the Aircraft Records Branch, Washington, D. C. The certificate will have been validated by the Washington office of the CAA and is current as of the date of issue shown on the form.

(c) THE TEMPORARY TYPE. This certificate is the original of Part B of Form ACA-500.<sup>12</sup> This form is completed by the applicant and displayed in the aircraft in accordance with instructions furnished with the form. The duration of this certificate is set forth in item 5 of the certificate.

(d) DEALER'S AIRCRAFT REGISTRATION CERTIFICATE. A current Dealer's Aircraft Registration Certificate, Form ACA-1707,<sup>13</sup> is recognized as a current registration certificate for the purpose of making application for an airworthiness certificate. (Dealers' aircraft registration certificates are described and provided for in Regulations of the Administrator, Part 502.)

(e) CAA PROCEDURE. During the course of the inspection, the CAA representative conducting the airworthiness inspection will indicate on the Aircraft Inspection Report, Form ACA-305a, which is forwarded to Washington, the type of registration certificate displayed in the aircraft. This information will be compared with the official registration

records in Washington to determine if the applicant is the official registered owner. Discrepancies involving official registration will be brought to the attention of the registered owner by the Washington office.

(Published in 17 F. R. 8427, Sept. 19, 1952, effective October 1, 1952.)

#### 1.60-4 AIRWORTHINESS CERTIFICATES (CAA policies which apply to sec. 1.60).

Upon satisfactory application, and when the aircraft described in the application is found to conform with the airworthiness requirements specified in other related sections of the Civil Air Regulations, the CAA representative making the airworthiness determination will prepare a Certificate of Airworthiness, Form ACA-1362, or ACA-1362A, and deliver it to the applicant.

The Certificate of Airworthiness will contain the following information: aircraft nationality and registration mark, airworthiness classification, expiration date of certificate, date certificate was issued or renewed, signature of validating CAA representative, and scope of certificate.

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.61 Aircraft categories for which airworthiness certificates are issued. Airworthiness certificates are issued for aircraft whose type design has been certificated under the normal, utility, acrobatic, or transport categories, for aircraft of the restricted category, and for surplus military aircraft in the limited category. In addition, experimental certificates and special flight permits are issued."

#### 1.61-1 AIRWORTHINESS CERTIFICATE CLASSIFICATIONS (CAA policies which apply to sec. 1.61).

For purposes of airworthiness identification and administration, airworthiness certificates are classified as Standard, Limited, Restricted, and Experimental. Aircraft found to conform to the "limited" or "restricted category" requirements will be issued a Limited or Restricted Certificate of Airworthiness, respectively. Aircraft found eligible for certification under the "normal," "utility," "acrobatic," or "transport category" requirements will be issued a Standard Airworthiness Certificate. Experimental

<sup>12</sup>See footnote on page 18.

<sup>13</sup>The reporting requirements of this form are subject to the approval of the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

airworthiness certificates will be issued for aircraft conforming to the requirements of section 1.74.

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.62 Amendment or modification. An airworthiness certificate may be amended or modified only upon application to the Administrator."

**1.62-1 CHANGING AIRWORTHINESS CLASSIFICATION** (CAA policies which apply to sec. 1.62).

Application to amend or modify an airworthiness certificate should be submitted to a CAA representative on Form ACA-305,<sup>14</sup> entitled "Application for Airworthiness Certificate and/or Annual Inspection of an Aircraft." Upon finding the aircraft eligible for the classification of airworthiness specified on the application, the CAA representative will reissue the Certificate of Airworthiness, Form ACA-1362 and/or prescribe changes, if necessary, to the aircraft operating limitations required by section 43.10 (b).

An example of a condition which would require amendment or modification of the Airworthiness Certificate and/or operating limitations is cited below:

An aircraft certificated in the standard classification of airworthiness, to be used for research and development. The experimental installation does not conform to the design requirements for standard certification. Therefore, it would be necessary to have this aircraft certificated in the experimental classification of airworthiness in order to conduct the research and development experiments. The CAA representative would, in this case, also issue the appropriate operating limitations on Form ACA-309.

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.63 Transferability. An airworthiness certificate shall be transferred with the aircraft."

["1.64 Duration. (a) Unless sooner surrendered, suspended, revoked, or a termi-

nation date is otherwise established by the Board, "an airworthiness certificate shall remain in effect as long as the maintenance requirements of Part 43 of this subchapter are complied with.]"

"(b) The Administrator may, from time to time, reinspect any aircraft or part thereof to see whether it is in an airworthy condition. The owner, operator, or bailee of the aircraft shall make it available for such inspection upon request.

"(c) Upon suspension, revocation, or the general termination by order of the Board of an airworthiness certificate, the owner, operator, or bailee of an aircraft shall, upon request, surrender the certificate to an authorized representative of the Administrator."

"CAR 1.65 Display. An airworthiness certificate shall be carried in the aircraft at all times, and shall be displayed as prescribed by the Administrator."

**1.65-1 DISPLAY OF AIRWORTHINESS CERTIFICATE** (CAA rules which apply to sec. 1.65).

The airworthiness certificate shall be displayed at the cabin or cockpit entrance in such a manner that it is legible to passengers or crew.

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.66 Airworthiness certificates for normal utility, acrobatic, and transport categories. Aircraft certificated in the normal, utility, acrobatic, and transport categories may be used for the carriage of persons and property for compensation or hire. This provision shall also apply to import aircraft certificated in accordance with Part 10 of this subchapter and section 1.67(c) of this part."

"CAR 1.67 Airworthiness certificate; requirements for issuance. The requirements for the issuance of an airworthiness certificate are stated in paragraphs (a) through (c) of this section.

"(a) Aircraft manufactured under a production certificate. An applicant for the original issuance of an airworthiness certificate for an aircraft, whose type design was certificated in categories other than the limited category, manufactured under the terms of a production certificate, may be issued such certificate, without further show-

<sup>14</sup>The reporting requirements of this form have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

ing. The Administrator may inspect the aircraft to see if it conforms to the type design.

"(b) Aircraft manufactured under type certificate only. An applicant for the original issuance of an airworthiness certificate for an aircraft, whose type design was certificated in categories other than the limited category, manufactured under the terms of a type certificate only, shall be issued such certificate upon presentation of a statement of conformity for such aircraft issued by the manufacturer when, upon inspection of the aircraft, the Administrator finds that the aircraft conforms to the type design, and is in a condition for safe operation.

"(c) Import aircraft. An applicant for the original issuance of an airworthiness certificate for an import aircraft type certificated in accordance with Part 10 of this subchapter shall be issued such certificate when the government of the country where the aircraft was manufactured certifies, or the Administrator finds, that the aircraft conforms to the type design and is in a condition for safe operation."

"CAR 1.68 Airworthiness certificates for restricted category aircraft. Aircraft certificated in the restricted category shall not be used for the carriage of persons or cargo for compensation or hire. For purposes of this section, crop dusting, seeding, and other similar specialized operations are not considered as the carriage of persons or cargo for compensation or hire. Other special limitations for such aircraft are prescribed under the provisions of Part 8 of this subchapter.

This section shall also apply to import aircraft certificated in accordance with Part 10 of this subchapter and section 1.69 of this part."

"CAR 1.69 Airworthiness certificates for restricted category aircraft; requirements for issuance. The requirements for issuance of an airworthiness certificate for an aircraft in the restricted category are as stated in paragraphs (a) and (b) of this section.

"(a) Aircraft manufactured under a production certificate or type certificate only. An applicant for the original issuance of an airworthiness certificate for an aircraft in the

restricted category, type certificated under the provisions of section 8.10 (a) (1) of this subchapter, shall comply with the appropriate provisions of section 1.67.

"(b) Other aircraft. An applicant for the issuance of an airworthiness certificate for aircraft of the restricted category other than those referred to in paragraph (a) of this section, such as surplus military aircraft and modified civil aircraft, may be issued such certificate when he demonstrates compliance with the provisions of subparagraphs (1) through (3) of this paragraph.

"(1) The aircraft has been type certificated under the provisions of §8.10 (a) (2) of this chapter, or modified under the provisions of §8.10 (b) of this subchapter:

"(2) The aircraft has been inspected by the Administrator and found by him to be in a good state of preservation and repair and in condition for safe operation; and

"(3) The Administrator has prescribed operating limitations in accordance with Part 8 of this subchapter."

1.69-1 ISSUANCE OF RESTRICTED AIRWORTHINESS CERTIFICATES (CAA policies which apply to sec. 1.69).

CAA policies concerning "restricted category" airworthiness certificates are contained in Part 8. (The manual for Part 8 may be procured from the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for 60 cents.)

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.70 Multiple airworthiness certification. Multiple airworthiness certification shall conform to the provisions of paragraphs (a) and (b) of this section.

"(a) An aircraft shall be issued an airworthiness certificate in the restricted category and in any one or more of the other airworthiness categories prescribed by the regulations in this subchapter, if the applicant shown compliance with the requirements for each category when the aircraft is in the configuration for that category and if the aircraft can be converted from one category to another by removal or addition of equipment by simple mechanical means.

"(b) Any aircraft certificated in the restricted and any other category shall be inspected and approved by an authorized representative of the Administrator, or by a certificated mechanic with an appropriate airframe rating, to determine airworthiness each time the aircraft is converted from the restricted category to another category for the carriage of passengers for compensation or hire, unless the Administrator finds this unnecessary for safety in a particular case."

**1.70-1 ISSUANCE OF MULTIPLE AIRWORTHINESS CERTIFICATES (CAA policies which apply to sec. 1.70).**

CAA policies concerning multiple airworthiness certificates are contained in Part 8. (See section 1.69-1 for procurement of the manual for Part 8.)

(Published in 17 F. R. 8428, Sept. 19, 1952, effective October 1, 1952.)

"CAR 1.71 Airworthiness certificate for limited category aircraft. Airworthiness certificates in the limited category are issued for surplus military aircraft type certificated under Part 9 of this subchapter. Aircraft in the limited category may not be used for the carriage of persons or property for compensation or hire."

**CAR 1.71-1 ISSUANCE OF LIMITED AIRWORTHINESS CERTIFICATES (CAA policies which apply to sec. 1.71).**

(a) AIRCRAFT MODELS ISSUED A LIMITED TYPE CERTIFICATE.

Aircraft manufacturer	Models eligible	Limited aircraft specification No.
Boeing.....	B-17F and B-17G (Flying Fortress).	AL-1.
North American.	B-25G, B-25H and B-25J (Mitchell).	AL-2.
Douglas.....	A-26B and A-26C (Invader).	AL-3.
Douglas.....	A-24B (Navy SBD-5) (Dauntless).	AL-4.
Consolidated-Vultee.	PB2Y-3, PB2Y-3R, PB2Y-5, PB2Y-5R, PB2Y-5Z (Coronado).	AL-5.
Consolidated ..	LB-30.....	AL-6.
Sikorsky.....	R-4B Helicopter ..	AL-7.
Grumman .....	TBF-1, TBF-1C, TBM-1, TBM-1C, TBM-3, TBM-3E (Avenger).	AL-8.
Douglas.....	A-20B, A-20C, A-20G, A-20H, and A-20J (Havoc).	AL-9.
Lockheed.....	P-38E, P-38J, P-38L, P-38M, F-5E, F-5F, and F-5G (Lightning).	AL-10.
North American.	P-51C, P-51D, and P-51K (Mustang).	AL-11.

The pertinent portion of the log should be certified by the signature of the applicant and by the signature of the pilot or pilots, other than the applicant that flew the aircraft during the flight experience period.

(h) **FLIGHT TEST DEMONSTRATION.** Upon satisfactory completion of the flight experience required in paragraph (g) of this section, the applicant may apply for the modified restrictions provided for in paragraph (f) of this section. Application should be made in writing to the local CAA Aviation Safety District Office. An aviation safety agent will re-examine the aircraft and the flight experience record and upon finding them satisfactory will witness the flight test demonstration. The flight test will be conducted by a certificated pilot holding at least a private pilot's rating. The flight test will be of such scope as to demonstrate that the aircraft performance is adequate for such operations with respect to takeoff, climb, and landing at maximum and minimum weights, for which the aircraft is to be certificated. The aircraft will be demonstrated to be satisfactorily controllable and reasonably maneuverable during taxiing, takeoff, climb, level flight, dive and landing, with or without power. Adequate provisions should be made for emergency egress and use of parachutes by the crew during the flight test.

(17 F. R. 8429, Sept. 19, 1952, effective October 1, 1952.)

**[1.75 Experimental certificates; duration.]**

(a) An experimental certificate shall remain in effect for one year from the date of issuance or renewal, unless a shorter period is established by the Administrator.

[(b) The Administrator may, from time to time, reinspect any aircraft or part thereof to ascertain whether it is in an airworthy condition. The owner, operator, or bailee of the aircraft shall, upon request, make it available for such inspection.]

[(c) Upon suspension, revocation, or termination by order of the Board of an experimental certificate, the owner, operator, or bailee of the aircraft shall, upon request, surrender the certificate to an authorized representative of the Administrator.]

**[1.75-1 Duration of experimental certificate (CAA policies which apply to sec. 1.75).]**

(a) Experimental certificates will be issued to expire on a specific date, or will indicate (Rev. 7/17/56)

a condition under which the certificate will automatically expire. The duration of the experimental certificate may vary from one flight to a limited number of operating hours, or days. In any case, the duration will not exceed one year.

[(b) It is the policy of the CAA to do everything possible to encourage legitimate experimentation leading to improvement in aircraft whenever this may be done without endangering the lives of persons or property not involved in the experimentation. Since it is recognized that a certain amount of danger to the operator is inherent in all experimental flying, the certificates issued for experimental aircraft will contain specific operating conditions and limitations designed to protect the lives and property of persons not involved in the experimentation.]

[(Published in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)]

**[CAR 1.76] Special flight permits.** A special flight permit may be issued for an aircraft which may not currently meet applicable airworthiness requirements, but which is capable of safe flight, for the purpose of permitting the aircraft to be flown to a base where repairs or alterations are to be made, or to permit the delivery or export of the aircraft, or to permit production flight tests of new production aircraft.

**[1.76-1] SPECIAL FLIGHT PERMITS (CAA interpretations which apply to sec. 1.76).**

(a) **GENERAL.** Section 43.10 (a) states in part that "No aircraft, except foreign aircraft authorized by the Administrator to be flown in the United States, shall be operated unless an appropriate and valid airworthiness certificate or special flight authorization and a registration certificate issued to the owner of the aircraft are carried in the aircraft \*\*\*"

"Special flight authorization," mentioned above, is interpreted to mean the special flight permit described in this section. Special flight permits are issued for only two purposes: the first and primary purpose is to permit aircraft not fully complying with the established airworthiness requirements to be flown to bases where repairs or alterations may be made; the second purpose is to permit "flyaway" delivery or flights to points of export of aircraft which are airworthy but not eligible for a U. S. Certificate of Air-



worthiness. For example, an aircraft purchased by a person other than an American citizen would not be eligible for a U. S. Certificate of Airworthiness due to the fact that a current U. S. Registration Certificate is a prerequisite to obtaining an airworthiness certificate, and only a U. S. citizen, who can present proof of ownership, may obtain a current Aircraft Registration Certificate.

(17 F. R. 8430, Sept. 19, 1952, effective Oct. 1, 1952; amended in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)

**["CAR 1.77"]** Special flight permits; requirements for issuance. The requirements for the issuance of special flight permits are as stated in paragraphs (a) and (b) of this section.

"(a) Where found necessary by the Administrator, an applicant for a special flight permit shall submit a statement in a form approved by the Administrator indicating the purpose of the flight, the proposed itinerary, the duration of authorization requested, the persons to be on board the aircraft, the particulars, if any, in which the aircraft does not comply fully with the applicable airworthiness requirements, and the restrictions, if any, deemed necessary for safe operation of the aircraft.

"(b) The Administrator shall accomplish, or shall require the applicant to accomplish, such appropriate inspections or tests as the Administrator may deem necessary in the interest of safety.

"(c) Nothing in paragraphs (a) and (b) of this section shall prevent the issuance to an air carrier by the Administrator of a general authorization to conduct ferry flights for specified purposes as provided in those paragraphs, under such terms and conditions as may from time to time be prescribed by the Administrator."

**["1.77-1"]** APPLICATION FOR PERMIT (CAA rules which apply to sec. 1.77).

(a) **PERSONS WHO MAY MAKE APPLICATION.** The registered aircraft owner or his agent shall make application for a special flight permit.

(b) **APPLICATION FORM.** Application shall be made by completing in duplicate Form

ACA-1779<sup>17</sup> entitled "Application and Authorization for Ferry Permit," and submitting it to an authorized CAA Aviation Safety representative.

(Application forms are available at all CAA regional and Aviation Safety District Offices and from designated CAA representatives. The application form consists of two parts: the first part is completed by the applicant and furnishes a description of the aircraft, and the proposed flight; the second part is completed by the CAA representative, and is the authority to conduct the flight. This part shall be prepared to contain the conditions and limitations under which the flight is to be conducted.)

(17 F. R. 8430, Sept. 19, 1952, effective Oct. 1, 1952; amended in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)

**["1.77-2"]** AIRWORTHINESS. (CAA policies which apply to sec. ["1.77"].)

While the aircraft may not be eligible for a Certificate of Airworthiness, it must be found safe for the flight described on the application prior to commencing the flight. The CAA representative may make this determination prior to issuing the authorization, or he may require a pre-flight inspection to be conducted by a certificated mechanic in order to determine that the aircraft is safe for the flight authorized.

(17 F. R. 8431, Sept. 19, 1952, effective Oct. 1, 1952; amended in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)

**["1.77-3"]** FLIGHT RESTRICTIONS (CAA policies which apply to sec. 1.77).

The following flight restrictions will be prescribed for all aircraft to be operated under a special flight permit:

(a) The carriage of persons other than crew members will be prohibited.

(b) Weather minimums under which the flight may be conducted will be established.

<sup>17</sup>The reporting requirements of this form have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

(c) The duration of the authorization will be shown.

(d) The purpose of the flight will be indicated.

(e) Special area restrictions will be listed, if applicable.

(f) Preflight inspection requirements, if any, will be listed.

(g) The origin, destination, and proposed itinerary, taking into consideration reasonable deviations necessitated by weather or other circumstances beyond the control of the operator, will be indicated.

(17 F. R. 8431, Sept. 19, 1952, effective Oct. 1, 1952; amended in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)

**[1.77-4] AUTHORIZATION FOR AIR CARRIER FERRY FLIGHT OF A FOUR-ENGINE AIRPLANE WITH ONE ENGINE INOPERATIVE (CAA rules which apply to sec. [1.77 (c)].)**

(a) GENERAL AUTHORIZATION. An air carrier is authorized to conduct ferry flights of a four-engine airplane with one engine inoperative, to a base where repairs are to be made to the inoperative engine, in accordance with the following conditions and limitations:

(1) The airplane model has been test flown and found satisfactory for safe flight in accordance with the flight test requirements of paragraph (b) of this section.

(2) The CAA Approved Airplane Flight Manual contains the performance data specified in paragraph (c) of this section and the flight is conducted in accordance with such data.

(3) The air carrier's operations manual contains operating procedures specified in paragraph (d) of this section and the flight is conducted in accordance with such procedures.

(4) No person other than required members of the flight crew shall be carried on board the airplane during such flight.

(5) No flight crew member shall be used unless he is thoroughly familiar with the operating procedures for one-engine-inoperative ferry flights specified in the air carrier's operations manual and the limitations and performance information set forth in the CAA Approved Airplane Flight Manual.

(b) FLIGHT TESTS. The performance of the airplane with one engine inoperative shall

be determined by flight test in accordance with the following:

(1) A speed shall be chosen, but in no case shall it be less than  $1.3V_{S3}$ , at which the airplane is satisfactorily controllable in a climb with the critical engine inoperative and its propeller removed or in a configuration desired by the applicant, and all other engines operating at the maximum power determined in subparagraph (3) of this paragraph.

(2) The distance to accelerate to the speed specified in subparagraph (1) of this paragraph and climb to 50 feet shall be determined with the landing gear extended, the critical engine inoperative and its propeller removed or in a configuration desired by the applicant, and the other engines operating at not more than the power specified in subparagraph (3) of this paragraph.

(3) The procedures to be used during takeoff, flight, and landing shall be established, i.e., the approximate trim settings, the method of power application, maximum power and speed.

(4) The performance shall be determined at a maximum weight not to exceed that which will permit a rate of climb of at least 400 feet per minute in the enroute configuration specified in section 4b.120 (c) of this subchapter at an altitude of 5,000 feet.

(c) CAA APPROVED AIRPLANE FLIGHT MANUAL. The CAA Approved Airplane Flight Manual shall contain the following performance data determined in accordance with paragraph (b) of this section covering at least the following variables:

(1) maximum weight

(2) c. g. range

(3) configuration of the inoperative propeller

(4) runway length for takeoff

(5) altitude range

(d) AIR CARRIER'S OPERATIONS MANUAL. Operating procedures shall be established in the air carrier's operations manual which will provide for the safe operation of the airplane, with specific provisions for operations from airports where the runways may require a takeoff or approach over populated areas. No airplane shall be taken off where the initial climb is made over thickly populated areas. VFR weather conditions shall exist at the airport of takeoff and at the intended destination. The manual shall also include procedures for the inspection of

the operating condition of the remaining engines.

(20 F. R. 6677, Sept. 10, 1955, effective Sept. 30, 1955; amended in 21 F. R. 3180, May 15, 1956, effective July 17, 1956.)

#### AIRCRAFT NATIONALITY AND REGISTRATION MARKS

"CAR 1.100 General. The identification of each aircraft shall be marked, and the markings shall be displayed as required in §§ 1.101 through 1.107. No design, mark, or symbol which modifies or confuses the identification marks shall be placed on an aircraft, except with the approval of the Administrator.

"CAR 1.101 Display of identification marks. Identification marks shall be displayed in accordance with the provisions in paragraphs (a) and (b) of this section.

"(a) Aircraft registered for the first time after December 31, 1948, shall display identification marks consisting of the Roman capital

letter "N", denoting United States registration, followed by the registration number. Other aircraft which display identification marks containing an airworthiness symbol "C", "R", "X", or "L", and which are operated solely within the United States may display such identification marks until the first time such aircraft are recovered or re-finished to an extent necessitating the re-application of the identification mark. Thereafter, such aircraft, and after December 31, 1950, all aircraft of United States registry operated outside of the United States, shall display identification marks consisting of the Roman capital letter "N", denoting United States registration, followed by the registration number.

"(b) When an identification mark including only the Roman capital letter "N" and the registration number is utilized, limited and restricted category aircraft and experimental aircraft shall display the words 'limited,' 'restricted,' or 'experimental,' respectively, near each entrance to the cabin or cockpit of the aircraft. These markings

UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION <b>CERTIFICATE OF AIRWORTHINESS</b>		
1. NATIONALITY AND REGISTRATION MARKS <b>N 12345</b>	2. AIRCRAFT AIRWORTHINESS CLASSIFICATION <b>STANDARD</b>	
3. This Certificate of Airworthiness is issued pursuant to the Civil Aeronautics Act of 1938 as amended. The aircraft identified hereon is considered airworthy when maintained and operated in accordance with the Civil Air Regulations and applicable aircraft Operation Limitations.		
4. UNLESS DOONER SURRENDERED, SUSPENDED, REVOKED, OR A TERMINATION DATE IS OTHERWISE ESTABLISHED BY THE CIVIL AERONAUTICS BOARD THIS CERTIFICATE WILL <del>REMA</del> REMAIN IN EFFECT AS LONG AS THE AIRCRAFT IS MAINTAINED IN ACCORDANCE WITH PART 43.		
5. DATE OF ISSUANCE OR RENEWAL <b>APRIL 26, 1955.</b>	6. CAA REPRESENTATIVE <b>W. A. DEWEY</b>	7. DESIGNATION NO. <b>154.</b>
8. Any alteration or misuse of this Certificate is punishable by a fine of not exceeding \$1,000 or imprisonment not exceeding 3 years, or both.		
GPO 16-43775-1		Form ACA-1362 (12-50)

FIGURE 15.--ACA-1362, Certificate of Airworthiness.

Form ACA-186 (7-48)		GPO 16-4919-1
UNITED STATES OF AMERICA DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON		
The article to which this tag is sealed, and identified as follows:		
John Doe propeller Model CS-57		
has been approved as airworthy under Specification No. <u>869</u> or Type Certificate No. _____ Date of inspection <u>3/29/55</u> <u>W. A. DEWEY</u> C. A. A. Representative.		

FIGURE 16.--ACA-186, Approval Tag.

# CIVIL AERONAUTICS MANUAL 1

Form ACA-1779 (3-47)		DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION		FORM APPROVED BUDGET BUREAU NO. 41-R867	
<b>APPLICATION AND AUTHORIZATION FOR FERRY PERMIT</b>					
<b>1. APPLICATION</b>					
INSTRUCTIONS: Submit in duplicate to authorized Civil Aeronautics Administration representative or designated manufacturing inspection representative.					
<b>DESCRIPTION OF AIRCRAFT</b>					
REGISTERED IN NAME OF <b>JOHN H. JONES</b>			ADDRESS <b>1171 WILLOW STREET, LOS ANGELES, CALIF.</b>		
MAKE <b>NORTH AMERICAN</b>			MODEL <b>AT-6A</b>		
MANUFACTURER'S SERIAL NO. <b>42-49003</b>			IDENTIFICATION MARK <b>NL2345</b>		
<b>DESCRIPTION OF FLIGHT</b>					
FROM <b>LOS ANGELES, CALIFORNIA</b>			TO <b>SAN DIEGO, CALIFORNIA</b>		
VIA <b>MOST DIRECT ROUTE</b>			DATE <b>2-19-51</b>		DURATION <b>3 DAYS</b>
PURPOSE <b>TO FERRY AIRCRAFT TO APPROVED REPAIR STATION #0000 AT SAN DIEGO AIRPORT FOR THE PURPOSE OF RECOVERING CONTROL SURFACES</b>					
I HEREBY request authority to ferry the above-described aircraft for the flight specified.					
<i>John H. Jones</i> <b>John H. Jones</b> (SIGNATURE OF APPLICANT)			<b>Owner</b> (TITLE)		<b>2-19-51</b> (DATE)
<b>2. AUTHORIZATION</b>					
INSTRUCTIONS: Retain this authorization in aircraft for duration of flight. This is your authority to conduct the flight requested above. This permit is valid until landing is effected at the destination indicated in your request, provided the aircraft is flown by a properly certified crew, is operated in accordance with applicable Civil Air Regulations, and in accordance with the following special limitations:					
<p>This Authorization has been issued for the purpose of moving the aircraft described above from Los Angeles, California to San Diego, California where alterations can more advantageously be accomplished. The flight shall be made in accordance with contact flight rules (day) and be limited to crew essential to purpose of flight and their baggage.</p> <p>This Authorization will expire February 22, 1951.</p>					
REMARKS:  <b>None</b>					
DATE ISSUED <b>2-19-51</b>		SIGNATURE OF CAA REPRESENTATIVE <b>Bill S. Darling</b> <i>Bill S. Darling</i>			DESIGNEE NO.

Form ACA-1779 (3-47)

FIGURE 17.--ACA-1779, Application and Authorization for Ferry Permit.