

FAA History

(Aircraft Certification Perspective)

DATE	EVENT	REGULATING AGENCY	RULES
1903	Wright Brothers first flight		
1911	First air mail flight demonstration on Long Island		
1918	Curtiss-Jenneys from War Department providing air mail service between New York and Washington D.C.		
1921	First through transcontinental air mail flight		
1925	Kelly Air Mail Act, Congress authorized the Post Office to contract with air carriers		
1926	Air Commerce Act of 1926, created an Aeronautic Branch within the Department of Commerce. Charged with promoting and safety of air commerce through licensing of pilots, developing air navigation, setting airworthiness standards, mapping airways and furnishing flight information. Aeronautical Bulletin No. 7, basic rule	Department of Commerce (Aeronautics Branch)	Aeronautical Bulletin No. 7, basic rule
1927	Buhl Airstar is the first airplane type certificated Handbook for Airplane design issued Lindbergh becomes the first solo across the Atlantic		
1928	Aeronautical Bulletin No. 14, Airplane structures, Engines and Propellers		Aeronautical Bulletin No. 14, Airplane Structures, Engines and Propellers

Aeronautical Bulletin No. 7A,
Airframe

**Aeronautical Bulletin No. 7A,
Airframe**

1931 Aeronautical Bulletin No. 7G,
Engines and Propellers

**Aeronautical Bulletin No. 7G,
Engines and Propellers**

1933 Aeronautical Bulletin No. 7F,
Airworthiness Requirements for
Aircraft Components and
Accessories

**Aeronautical Bulletin No. 7F,
Airworthiness Requirements for
Aircraft Components and
Accessories**

1934 President Roosevelt signed the
Air Mail Act of 1934 into law, in
part, directing the Post Office to
bid air mail and the Interstate
Commerce Commission to fix
fair and reasonable rates for
compensation for each route.

1934 The name of the Aeronautics
Branch was changed to Bureau
of Air Commerce. The new
name reflected the duties of the
organization more accurately
which enjoyed the status of a
bureau but had not been so
designated. Also by this date
there were no longer any major
aeronautical functions that were
structurally part of the other
Commerce Department
bureaus.

**Bureau of Air
Commerce**

Civil Aviation Regulation

Consolidation of functions

1935 Senator Bronson M. Cutting (R-
N. Mex.) was killed in the crash
of a Transcontinental and
Western Air airlines near
Atlanta, MO. Cutting's death,
precipitating a three-year
congressional investigation of
the bureau of Air commerce's
aviation safety activities, and
giving impetus to the legislative
effort that culminated in the Civil
Aeronautics Act of 1938.

1936 Federal air traffic control began as the Bureau of Air Commerce took over operation of the three airway traffic control centers at Newark, Chicago, and Cleveland. These centers had been operated by private airline companies since December, 1935.

Airplane Airworthiness CAR 04

Airplane Airworthiness CAR 04

1938 The Civil Aeronautics Act transferred the central government's civil aviation role from the Commerce Department to a new independent agency, the Civil Aeronautics Authority. That legislation also expanded Federal civil aviation responsibilities by giving the Authority the power to issue air carrier route certificates and regulate airline fares.

Civil Aeronautics Administration

1940 President Franklin Roosevelt split the Authority into two agencies, the Civil Aeronautics Board (CAB) and the Civil Aeronautics Administration (CAA). CAB was entrusted with safety rule making, accident investigation, and economic regulation of the airlines. CAA was responsible for ATC, airmen and aircraft certification, safety enforcement, and airway development. Both organizations were part of the Department of Commerce, but CAB functioned independently.

1944 CAM 04

CAM 04

1945 CAR 03, small airplanes

CAR 03, small airplanes

1946 Bell 47 was the first helicopter certified

CAR 6, Rotorcraft

CAR 6, Rotorcraft

1947 CAR 04a-1, TSOs adopted, but not effective until 1948

CAR 04a-1, TSOs adopted, but not effective until 1948

1949 CAM 3

CAM 3

1952 CAR 5, gliders

CAR 5, gliders

1955 CAR 10, Export

CAR 10, Export

1958 CAR 7, Transport Rotorcraft

CAR 7, Transport Rotorcraft

Federal Aviation Act passed, and became the foundation of civil aviation regulation until 1994. Transferred the CAA's function to the new Federal Aviation Agency (FAA), added the safety rule making responsibilities from the CAB, and gave FAA role responsibility for developing and maintaining a common civil-military air navigation and air traffic control system.

Federal Aviation Agency

The first turbojet airline, the Boeing 707 was certified (this aircraft was manufactured until 1991)

1965 FAR 21, Certification Procedures; FAR 23, Small Airplane; FAR 25, Transport Airplane; FARs 27 & 29, Normal and Transport Rotorcraft; FARs 33 & 35, Engines & Propellers. These had earlier been codified as CARs 1, 3, 4b, 7, 13, and 14 respectively.

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Federal Aviation Administration
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- 1966-1967** The Department of Transportation began operations as prescribed by the Department of Transportation Act of 1966. FAA was renamed the Federal Aviation Administration and became one of several model organizations within the new Department. At the same time, the Civil Aeronautics Board's accident investigation duties were transferred to the new National Transportation Safety Board.
- 1974** The NTSB moved from DOT to report directly to Congress
- 1978** Airline Deregulation Act phased out the Civil Aeronautics Board's economic regulation of the airlines. (The Board ceased to exist at the end of 1984.)
- 1981** The Aircraft Certification Service established the four Aircraft Certification Directorates to perform technical policy and project management for different aircraft types
- 1991** Primary Aircraft added to FAR 21
- 1994** FA Act repealed, rewritten into Title 49, U.S. Code (Transportation)

COMMENTS: CAMs (Civil Aeronautics Manual) contained both regulations and advisory material in the same document.