CIVIL AIR REGULATIONS

PART 20
PILOT CERTIFICATES

As amended to August 1, 1949

CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

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STUDENT PILOT CERTIFICATE

Sec.
20.1 Issuance.
20.2 Age.
20.3 Citizenship.
20.4 Education.
20.5 Physical standards.
20.6 Aeronautical knowledge.

PILOT CERTIFICATE AND RATINGS

20.10 Issuance.
20.11 Graduates of certificated flying schools.
20.12 Limited pilot certificate.

PRIVATE PILOT RATING

20.20 Age.
20.21 Citizenship.
20.22 Education.
20.23 Physical standards.
20.24 Aeronautical knowledge.
20.25 Aeronautical experience.
20.26 Aeronautical skill.

COMMERCIAL PILOT RATING

20.30 Age.
20.31 Citizenship.
20.32 Education.
20.33 Physical standards.
20.34 Aeronautical knowledge.
20.35 Aeronautical experience.
20.36 Aeronautical skill.

AIRCRAFT, FLIGHT INSTRUCTOR, AND INSTRUMENT RATINGS

20.40 Aircraft rating competence.
20.41 Flight instructor rating for powered aircraft.
20.42 Instrument rating.

CERTIFICATION RULES

20.50 Application.
20.51 Duration.
20.52 Temporary certificates.
20.53 Surrender.
20.54 Exchange of certificates.
20.55 Military competence.

EXAMINATIONS AND TESTS

20.60 General.
20.61 Physical examination.
20.62 Aircraft used in flight tests.
20.63 Time and place.
20.64 Reapplication after failure.

DEFINITIONS

20.70 Definitions.
20.71 Category.
20.72 Class.
20.73 Copilot.
20.74 Dual instruction time.
20.75 Flight instructor.
20.76 Flight time.
20.77 Maximum certificated take-off weight.
20.78 Night.
20.79 Pilot.
20.80 Pilot in command.
20.81 Solo flight time.
20.82 Type.

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SOURCE: §§ 20.1 to 20.82 contained in Amendment 20-0, Civil Air Regulations, 10 F. R. 5060, except as noted following sections affected.

CROSS REFERENCE: For regulations with respect to air-line transport pilot certificates and lighter-than-air pilot certificates, see Parts 21 and 22 of this subchapter.

STUDENT PILOT CERTIFICATE

§ 20.1 *Issuance.* A student pilot certificate will be issued by the Administrator or his authorized representative to an applicant who meets the applicable requirements.

[Amdt. 20-7, 12 F. R. 5008]

§ 20.2 *Age.* (a) Powered aircraft: 16 years.

(b) Gliders: 14 years.

If an applicant is less than 21 years of age at the time of making application, he shall submit with his application the written consent of either parent or legal or natural guardian.

§ 20.3 *Citizenship.* Applicant shall be a loyal citizen of the United States or of a friendly foreign government not under the domination of or associated with any government with which the United States is at war. (Wartime regulation to be revised when conditions permit.)

§ 20.4 *Education.* Applicant shall be able to read, write, speak, and understand the English language or an appropriate operation limitation will be placed on the student pilot certificate.

§ 20.5 *Physical standards*—(a) *Powered aircraft.* Applicant shall meet the physical standards of the third class prescribed in Part 29 of this subchapter.

(b) *Glider.* Applicant shall have no known physical defect which renders him incompetent to pilot a glider, and shall so certify.

§ 20.6 *Aeronautical knowledge.* None.

PILOT CERTIFICATE AND RATINGS

§ 20.10 *Issuance.* A pilot certificate shall be issued to an applicant who meets the minimum requirements prescribed herein. A private or commercial pilot rating, aircraft category, class, and type ratings, instrument rating, flight instructor rating, and any other necessary special ratings for which the pilot has been found qualified shall be issued in connection with a pilot certificate.

[Amdt. 20-2, 14 F. R. 2192]

§ 20.11 *Graduates of certificated flying schools.* A graduate of a certificated flying school will be deemed to have met the aeronautical experience requirements of this part, if he presents an appropriate certificate of graduation within 60 days after graduation date.

§ 20.12 *Limited pilot certificate.* A citizen of a foreign government who holds a currently effective pilot certificate or license issued by his government, upon submitting to the Administrator reliable evidence showing his pilot time and aeronautical experience may be issued a Limited Pilot Certificate appropriate to his pilot time and aeronautical experience shown. The holder of such certificate shall be familiar with the air traffic rules and shall not transport passengers or cargo where a charge is made for such transportation. The certificate shall contain such limitations as the Administrator finds necessary for safety, including but not limited to those which may be required by reason of the pilot's inability to speak and understand the English language.

[Amdt. 20-2, 11 F. R. 3244]

PRIVATE PILOT RATING

§ 20.20 *Age.* (a) Powered aircraft: 17 years.

(b) Glider: 14 years.

§ 20.21 *Citizenship.* Applicant shall be a loyal citizen of the United States or of a friendly foreign government not under the domination of or associated with any government with which the United States is at war. (Wartime regulations to be revised when conditions permit.)

§ 20.22 *Education.* Applicant shall be able to read, write, speak, and understand the English language or an appropriate operation limitation will be placed on the pilot certificate.

§ 20.23 *Physical standards*—(a) *Powered aircraft.* Applicant shall meet the physical standards of the third class prescribed in Part 29 of this subchapter.

(b) *Glider.* Applicant shall have no known physical defect which renders him incompetent to pilot a glider, and shall so certify.

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§ 20.24 *Aeronautical knowledge.* Applicant for a powered aircraft or glider rating shall have passed the written examination prescribed in § 43.53 (a) of this subchapter within the preceding 24 calendar months.

[Amdt. 20-5, 12 F. R. 1417]

§ 20.25 *Aeronautical experience*—(a) *Powered aircraft.* An applicant for a pilot certificate with a private rating in powered aircraft shall meet the requirements of either subparagraphs (1) or (2), and (3) of this paragraph. If the applicant meets the requirements of subparagraph (2) but not subparagraph (1) of this paragraph, his certificate shall be appropriately endorsed by the Administrator.

(1) In spinnable aircraft he shall have at least 30 hours of solo flight time and at least 10 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.

(ii) The dual instruction shall include instruction in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(iii) If the applicant is the holder of a private or commercial pilot certificate with a glider rating, he may receive credit for not more than 15 hours of the required solo flight time for the flight time had in gliders; or

(2) In nonspinnable aircraft he shall have at least 20 hours of solo flight time and at least 7 hours of dual instruction time given by a rated flight instructor.

(i) At least 2 hours of the dual instruction time shall have been after solo.

(ii) If the applicant is the holder of a private or commercial pilot certificate with glider rating, he may receive credit for not more than 10 hours of the required solo flight time for the flight time had in gliders; and

(3) In either spinnable or nonspinnable aircraft he shall have at least 3 hours of solo cross-country flight time which shall include at least one solo flight to a point not less than 50 miles distant from the point of departure with at least 2 full-stop landings at different points along the course.

(b) *Glider.* Applicant for a glider rating shall have had at least 100 glider flights or 10 hours of glider flight time including at least 50 glider flights. At least 25 flights must have included a 360° turn.

[Amdt. 20-8, 12 F. R. 6852, and Amdt. 20-3, 14 F. R. 3326]

NOTE: § 20.25 (a) was amended by Amdt. 20-3 effective Aug. 15, 1949.

§ 20.26 *Aeronautical skill.* Applicant shall competently perform the following maneuvers:

(a) *Powered aircraft.* (1) A series of 3 landings from an altitude not to exceed 1,000 feet with engine throttled and a 180° change in direction, the aircraft touching the ground in normal landing attitude beyond and within 300 feet of a designated line or point. At least one landing must be accomplished from a forward slip;

(2) 3 moderately banked around-pylon figure eights, variation in altitude not to exceed 200 feet;

(3) A 720° power turn in each direction in a banked attitude of more than 45°, variation in altitude not to exceed 200 feet.

(4) Climbing and gliding turns at minimum controllable speeds;

(5) Recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes;

(6) [Revoked.]

Any of the maneuvers required by this section may be modified or eliminated if such action is appropriate to the characteristics of the aircraft used in the test and appropriate operation limitations are entered on the rating record.

(b) *Glider.* (1) One flight with a 180° turn and down-wind landing;

(2) Two flights with a 360° turn to the right and left, respectively, landing each time at a point beyond and within 200 feet of a designated line or point;

(3) Two flights with right and left turns in each flight.

(c) *Aircraft limitation.* When the applicant's medical certificate shows a structural defect or limitation, such additional maneuvers and tests as may be necessary to demonstrate the competency of the applicant to pilot aircraft safely shall be required. A pilot certificate issued under these circumstances may be limited to the operation of a particular aircraft or type of aircraft and to the type of operation.

[Amdt. 20-0, 10 F. R. 5060, as amended by Amdt. 20-2, 14 F. R. 2192, and Amdt. 20-3, 14 F. R. 3326]

NOTE: § 20.26 (a) (5) was amended and § 20.26 (a) (6) was revoked by Amdt. 20-3, effective Aug. 15, 1949.

COMMERCIAL PILOT RATING

§ 20.30 *Age.* 18 years.

§ 20.31 *Citizenship.* Applicant shall be a citizen of the United States or of a foreign government which grants or has undertaken to grant reciprocal commercial pilot privileges to citizens of the United States on equal terms and conditions with citizens of such foreign government.

[Amdt. 20-10, 13 F. R. 4313.]

§ 20.32 *Education.* Applicant shall be able to read, write, speak, and understand the English language.

§ 20.33 *Physical standards*—(a) *Powered aircraft.* Applicant for a powered aircraft rating shall meet the physical standards of the second class prescribed in Part 29 of this subchapter.

(b) *Glider.* Applicant shall have no known physical defect which renders him incompetent to pilot a glider, and shall so certify.

§ 20.34 *Aeronautical knowledge*—(a) *Powered aircraft.* Applicant shall pass a written examination covering such of the provisions of Parts 43 and 60 of this subchapter as are pertinent; meteorology as applied to the recognition of weather conditions while flying, the analyzing of weather maps and sequence reports furnished by the United States Weather Bureau; practical air navigation problems including the use of maps, navigation by terrain and dead reckoning, and the use of navigational instruments and aids; the theory and practice of flight; the maintenance of aircraft and the maintenance and use of aircraft powerplants in common use.

(b) *Glider.* Applicant shall pass a written examination on such of the provisions of Parts 43 and 60 of this subchapter as are pertinent or hold a powered aircraft rating.

§ 20.35 *Aeronautical experience*—(a) *Powered aircraft.* An applicant for a commercial pilot rating shall have a total of at least 200 hours of flight time credited in accordance with Part 43 of this chapter. This total flight time shall include at least 100 hours of flight time as pilot in command, of which 5 hours shall have been flown within 60 days immediately preceding the date of application; 20 hours of cross-country flight time as pilot in command which shall include at least one flight of not less than 350 miles in the course of which 3 full-stop landings are made at different points; and 10 hours of night flight time of which 5 hours may be dual instruction time, and which shall include not less than 10 take-offs and 10 landings as pilot in command and as sole manipulator of the controls. The required 100 hours of pilot in command flight time may include the cross-country and night flight time required to be flown as pilot in command.

(1) An applicant who does not meet the above-mentioned night flight time requirements but does meet the other requirements of this section may be issued a pilot certificate with a commercial rating, and in that event the Administrator shall appropriately endorse such certificate to show that the holder thereof does not meet the night flight time requirement.[1] At such time as the holder of a certificate so endorsed submits reliable documentary evidence to the Administrator that he has met such night flight time requirement, he shall be reissued a certificate without such endorsement.

(2) Not more than 25% of the flight time flown as pilot in command may be

[1] Paragraph 2.4.1.3 (c) of Annex 1 (Personnel Licensing Standards) to the Convention on International Civil Aviation provides that an applicant for a commercial pilot certificate shall have 10 hours of night flight time as set forth in the above text. An individual holding a pilot certificate with a commercial rating who does not meet such requirement may not participate in international flight as a commercial pilot unless he receives permission from the State or States whose territory is entered. Further, pursuant to the provisions of Article 39 of the Convention on International Civil Aviation he shall have endorsed on his certificate the particulars in which he does not meet the International Standards. However, such endorsement on a commercial rating issued by the Administrator does not prohibit the holder thereof from exercising the privileges of a commercial pilot rating while flying in the United States.

had in glider aircraft provided the applicant holds a pilot certificate with a private or commercial glider rating.

(b) *Glider.* Applicant shall have had at least 250 glider flights, or 25 hours of glider flight time including at least 125 glider flights. At least 5 flights must have been made within 60 days preceding the date of application. Applicant also shall have had at least one hour of flight instruction in recovery from stalls and spins. An applicant who is the holder of a private or commercial rating for a powered aircraft and who has had not less than 100 glider flights, or 10 hours of glider flight time including at least 50 glider flights, will be deemed to have met the requirements of this section.

[Amdt. 20–8, 12 F. R. 6852, and Amdt. 20–4, 14 F. R. 3521]

§ 20.36 *Aeronautical skill.* Applicant shall competently perform the following maneuvers:

(a) *Powered aircraft.* (1) A series of 3 landings from an altitude not to exceed 1,000 feet with engine throttled and a 180° change in direction, the aircraft touching the ground in normal landing attitude beyond and within 200 feet of a designated line or point. At least one landing shall be accomplished from a forward slip;

(2) A spiral in each direction of not less than 3 full turns in a banked attitude of not less than 60°, with engine throttled;

(3) 3 shallow on-pylon figure eights, 3 steep on-pylon figure eights, and one 720° power turn in each direction in a banked attitude of at least 60°. During each of these maneuvers the total variation in altitude shall not exceed 100 feet;

(4) [Revoked.]

(5) Straight climbs, climbing turns, slips, maneuvers at minimum controllable speeds, and emergency maneuvers such as simulated forced landings and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(b) *Glider.* (1) One flight with a 180° turn and down-wind landing;

(2) Two flights with a 360° turn to right and left, respectively, landing each time beyond and within 100 feet of a designated line or point;

(3) Two flights with right and left turns in each flight.

[Amdt. 20–0, 10 F. R. 5060, as amended by Amdt. 20–3, 14 F. R. 3326]

NOTE: § 20.36 (a) (4) was revoked and 20.36 (a) (5) was amended by Amdt. 20–3, effective Aug. 15, 1949.

AIRCRAFT, FLIGHT INSTRUCTOR, AND INSTRUMENT RATINGS

§ 20.40 *Aircraft rating competence.* (a) An applicant for any additional aircraft rating subsequent to the original issuance of a pilot certificate shall demonstrate competency in aircraft of the category and class and, if the aircraft has a maximum certificated take-off weight of over 12,500 lbs., of the type for which the rating is sought.

(b) A pilot limited by his rating to nonspinnable aircraft, when applying for removal of this restriction, shall have had at least 30 solo hours, and shall have had at least 3 hours of certified dual instruction in spinnable aircraft which shall include instruction in recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(c) A pilot limited by his rating to gliders, when applying for a pilot rating in powered aircraft, shall meet the aeronautical knowledge, experience, and skill requirements appropriate to the pilot rating sought.

[Amdt. 20–3, effective Aug. 15, 1949, 14 F. R. 3327]

§ 20.40a *Aircraft category rating.* The following aircraft category ratings are issued:

(a) Airplane.
(b) Glider.
(c) Autogiro.
(d) Helicopter.

§ 20.40b *Airplane class ratings.* The following airplane class ratings are issued:

(a) Single-engine land.
(b) Single-engine sea.
(c) Multiengine land.
(d) Multiengine sea.

§ 20.40c *Aircraft type ratings.* An aircraft type rating shall be issued for each type of aircraft having a maximum certificated take-off weight of over 12,500 lbs.

§ 20.41 *Flight instructor rating for powered aircraft.*—(a) *Age.* 18 years.

(b) *Knowledge.* Applicant shall pass a theoretical and practical examination on his competency to instruct students in flight.

(c) *Experience.* Applicant shall be a commercial pilot or a private pilot who meets the requirements of § 20.35 (a).

(d) *Skill.* Applicant shall demonstrate his ability to perform with precision and to teach such flight maneuvers as are necessary and appropriate for instruction in the safe piloting of aircraft.

§ 20.42 *Instrument rating.*—(a) *Knowledge.* Applicant shall pass a written examination demonstrating his familiarity with the use of such instruments and other navigational aids, both in the aircraft and on the ground, as are necessary for the navigation of aircraft by instruments, with instrument flight rules, and with flight planning in relation to air traffic control services and aircraft performance. An applicant who is a private pilot shall, in addition, meet the knowledge requirements of § 20.34 (a), except those pertinent to the maintenance of aircraft and aircraft engines.

(b) *Experience.* An applicant shall hold a private or commercial pilot rating and shall have at least:

(1) 150 hours of flight time as pilot in command, of which not less than 50 hours shall be cross-country flight time and

(2) 40 hours of instrument time under actual or simulated instrument flight conditions, of which not less than 20 hours shall have been in actual flight.

(c) *Aeronautical skill.* Applicant shall competently perform the following maneuvers solely by reference to instruments:

(1) Straight and level flight,

(2) Moderately banked 180° and 360° turns in both directions,

(3) Straight and level flight at minimum safe speeds, minimum glides, maximum climbs, and approaches to stalled attitudes of flight,

(4) Climbing turns,

(5) Stalls, skids, slips, spirals, banks in excess of 45°, and recovery from unusual positions,

(6) A demonstration of estimating arrival time, taking into account speed, wind, and drift.

(d) *Radio skill.* Applicant shall demonstrate his competence while flying solely by reference to instruments with respect to the following items:

(1) Tuning radio,

(2) Orientation,

(3) Operation along a radio range leg,

(4) Locating cone of silence,

(5) Let-down using approved instrument approach procedure for the particular airport.

(e) *Modified tests.* Any of the maneuvers or procedures required in paragraphs (c) and (d) of this section may be modified or eliminated if such action is appropriate to the characteristics of the aircraft or equipment used in the test and appropriate operation limitations are noted.

[Amdt. 20–0, 10 F. R. 5060, as amended by Amdt. 20–2, 14 F. R. 2192]

CERTIFICATION RULES

§ 20.50 *Application.* Application for a student pilot certificate, pilot certificate, or any rating shall be made on a form furnished by the Administrator.

§ 20.51 *Duration.* (a) A student pilot certificate shall expire 24 calendar months after the month of issuance.

(b) A pilot certificate with a private or commercial rating shall remain in effect unless it is suspended, or revoked, or a general termination date for such certificate is fixed by the Board.

[Amdt. 20–7, 12 F. R. 5008]

§ 20.52 *Temporary certificates.* The Administrator or his authorized representative may issue a temporary student pilot certificate or a temporary pilot certificate with a private or commercial rating for a period of not to exceed 90 days, subject to the terms and conditions specified therein by the Administrator.

[Amdt. 20–7, 12 F. R. 5008]

§ 20.53 *Surrender.* Any pilot shall, upon request, deliver his certificate or rating to the Administrator, if it has been suspended or revoked.

§ 20.54 *Exchange of certificates.* (a) A private or commercial pilot certificate which was effective on or after January 1, 1942, and which was issued prior to July 1, 1945, will expire on July 1, 1947. Such certificate may be exchanged at any time prior to July 1, 1947, for a pilot certificate and the appropriate ratings

provided for in this part.

(b) *Reissuance.* Any person who on June 30, 1947, held a valid private or commercial certificate and who failed to exchange such certificate in accordance with paragraph (a) of this section, may, notwithstanding such failure and without other showing, obtain a pilot certificate with appropriate ratings upon application to the Administrator.

[Amdt. 20-4, 12 F. R. 40, as amended by Amdt. 20-6, 12 F. R. 5007]

§ 20.55 *Military competence.* Certificates granted on the basis of military competence shall be issued under the conditions specified in this section.

(a) *Private pilot rating.* An applicant for a pilot certificate with a private pilot rating on the basis of military competence shall be deemed to have met the aeronautical knowledge, experience, and skill requirements of this subchapter for the issuance of such certificate, if he passes a written examination on Parts 43 and 60 of this subchapter and presents reliable documentary evidence showing:

(1) That he is a member of the armed forces of the United States or a civilian employee of the ferry or transport services of such forces, and is on solo flying status as a rated pilot or the equivalent, or

(2) That he has been honorably discharged or released from such forces and has had at least 10 hours of solo flying in military aircraft within the preceding 12 calendar months.

(b) *Commercial pilot rating.* An applicant for a pilot certificate with a commercial pilot rating on the basis of military competence shall be deemed to have met the aeronautical knowledge, experience, and skill requirements of this subchapter for the issuance of such certificate, if he passes a written examination on Parts 43 and 60 of this subchapter and presents reliable documentary evidence showing:

(1) That he is a member of the armed forces of the United States or a civilian employee of the ferry or transport services of such forces and that he has been on active duty on solo flying status as a rated pilot or the equivalent for a period of at least 6 consecutive months immediately preceding application, or

(2) That he has been honorably discharged or released from such forces and had been on active duty of the type specified in subparagraph (1) of this paragraph for a period of at least 6 consecutive months within 18 months immediately preceding application.

(c) *Aircraft category, class, and type ratings based on military competence.* An applicant for a particular rating, who holds a pilot certificate issued on the basis of military competency or otherwise, shall be issued appropriate aircraft category, class, and type ratings upon the presentation of reliable documentary evidence that he has within the preceding 12 months had at least 10 hours of flight time in military aircraft during which he was first pilot or the sole manipulator of the controls of an aircraft of the category, class, and type for which a rating is sought.

(d) *Instrument rating.* An instrument rating will be issued to an applicant who holds a currently effective military instrument rating if the requirements for the issuance of such a rating and the privileges authorized by it are not less than those of this subchapter with respect to such rating.

[Amdt. 20-9, 13 F. R. 2790, as amended by Amdt. 20-2, 14 F. R. 2192]

EXAMINATIONS AND TESTS

§ 20.60 *General.* The prescribed examinations and tests shall be given by a person designated by the Administrator.

§ 20.61 *Physical examination.* Prior to taking a flight test for a rating, an applicant shall have met the appropriate physical requirements within the time limitations hereinafter prescribed:

(a) *Private rating.* Within the preceding 24 months.

(b) *Commercial rating.* Within the preceding 12 months.

[Amdt. 20-1, 14 F. R. 109]

§ 20.62 *Aircraft used in flight tests—*(a) *Powered aircraft.* Applicant shall furnish a certificated aircraft which must be equipped with complete dual controls and accommodate the applicant and examiner and parachutes for both. In addition, aircraft used for instrument flight tests shall be equipped as specified in § 43.30 (c).

(b) *Glider.* Applicant shall furnish a certificated glider.

§ 20.63 *Time and place.* All examinations and tests will be held at such times and places as the Administrator may designate.

§ 20.64 *Reapplication after failure.* Applicants who have failed in any examination will be subject to the following rules in making application for reexamination:

(a) An applicant for a pilot certificate with a powered aircraft rating or for an additional rating who fails to pass any prescribed theoretical examination may reapply after the expiration of 30 days from the date of such failure or after he has received not less than 5 hours of instruction from a certificated ground instructor in each subject failed.

(b) An applicant who has failed to pass any prescribed practical examination or test on powered aircraft may reapply only after an appropriately rated flight instructor has checked his competency and certified in the applicant's logbook that he considers such applicant qualified for the certificate or fating sought, or after the expiration of 30 days from the date of such failure.

(c) An applicant for a glider rating who has failed to pass any prescribed theoretical examination may reapply at any time after the expiration of 30 days or after he has received not less than 5 hours of instruction on each subject failed from a certificated ground instructor.

(d) An applicant for a glider rating who has failed to pass any prescribed practical examination or test may reapply only after he has made at least 20 additional gliding flights.

DEFINITIONS

§ 20.70 *Definitions.* As used in this part the words listed below shall be defined as follows:

[Amdt. 20-2, 14 F. R. 2193]

§ 20.71 *Category.* Category shall indicate a classification of aircraft such as airplane, helicopter, glider, etc.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.72 *Class.* Class shall indicate a difference in basic design of aircraft within a category, such as single-engine land, multi-engine sea, etc.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.73 *Copilot.* Copilot shall mean a pilot serving in any piloting capacity other than as pilot in command on aircraft requiring two pilots for normal operations, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.74 *Dual instruction time.* Dual instruction time shall mean that portion of the flight time during which a person is receiving flight instruction from a rated flight instructor on board the aircraft.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.75 *Flight instructor.* Flight instructor means a pilot who is qualified to instruct other pilots and who has received a flight instructor rating.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.76 *Flight time.* Flight time shall mean the total time from the moment the aircraft first moves under its own power for the purpose of flight until the moment it comes to rest at the end of the flight.[2]

[Amdt. 20-2, 14 F. R. 2193]

§ 20.77 *Maximum certificated take-off weight.* Maximum certificated take-off weight shall mean the maximum take-off weight authorized by the terms of the aircraft airworthiness certificate.

[Amdt. 20-2, 14 F. R. 2193]

§ 20.78 *Night.* Night is the time between the ending of evening twilight and the beginning of morning twilight as published in the Nautical Almanac converted

[2] For example, a pilot taxies to the warm-up apron and holds there for several minutes before taking off to permit the engine to warm up. Such taxi and warm-up time is not considered flight time. Flight time begins when the aircraft leaves the warm-up apron and ends when the pilot returns to the parking apron and turns the switches off.

to local time for the locality concerned.[1]

[Amdt. 20–2, 14 F. R. 2193]

[1] The Nautical Almanac containing the ending of evening twilight and the beginning of morning twilight tables may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Information is also available concerning such tables in the offices of the Civil Aeronautics Administration or the United States Weather Bureau.

§ 20.79 *Pilot.* A pilot is an individual who manipulates the controls of an aircraft during the time defined as flight time.

[Amdt. 20–2, 14 F. R. 2193]

§ 20.80 *Pilot in command.* Pilot in command shall mean the pilot responsible for the operation and safety of the aircraft during the time defined as flight time.

[Amdt. 20–2, 14 F. R. 2193]

§ 20.81 *Solo flight time.* Solo flight time shall mean the flight time during which a pilot is the sole occupant of an aircraft.

[Amdt. 20–2, 14 F. R. 2193]

§ 20.82 *Type.* Type shall mean all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

[Amdt. 20–2, 14 F. R. 2193]

NOTICE

Advise the Civil Aeronautics Board, Washington 25, D. C., that you have purchased this Part of the Civil Air Regulations and that agency will supply you with copies of amendments which have been issued since this printing. Be sure to specify the number of this Part, otherwise your request cannot be filled.

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