CIVIL AIR REGULATIONS

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PART 20—PILOT CERTIFICATES

As amended to September 1, 1954

CIVIL AERONAUTICS BOARD

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TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

PART 20—PILOT CERTIFICATES

REVISION OF PART

Because of the number of outstanding amendments to Part 20 there follows a revision of Part 20 incorporating all amendments thereto which were in effect on September 1, 1954.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

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AUTHORITY: §§ 20.1 to 20.83 issued under sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 602, 52 Stat. 1007, as amended, 1008; 49 U. S. C. 551, 552.

CROSS REFERENCE: For regulations with respect to airline 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.

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

(b) Gliders: 14 years.

If an applicant is less than 21 years of age and is not a regular or reserve member of the armed forces of the United States or enrolled in an established ROTC or other training program of such armed forces at the time of making application, he shall submit with his application the written consent of either parent or of his legal or natural guardian.

§ 20.3 *Citizenship.* An applicant for a student pilot certificate may be a citizen of any country or a person without nationality.

§ 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: *Provided,* That an applicant who is unable to distinguish aviation signal red, aviation signal green, and white shall be issued an airman certificate appropriately endorsed to prohibit the holder thereof from exercising the privileges of such certificate except under such conditions, or with the use of such equipment, which would not require the ability to distinguish such aviation signal colors.

(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.

§ 20.11 *Graduates of certificated flying schools.* A graduate of a certificated flying school shall 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: *Provided,* That an individual who has completed a flight instructor course shall not be eligible for such rating unless he has a commercial pilot rating, or if he holds a private pilot rating he has met the aeronautical experience requirements of § 20.35, and an individual who has completed an instrument flight course shall not be eligible for such rating unless he has a commercial pilot rating, or if he holds a private pilot rating he has had at least 150 hours as pilot in command, of which not less than 50 hours shall be cross-country, in addition to the time acquired in such course.

§ 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 pas-

sengers 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.

§ 20.13 *Computation of flight time.* Flight time shall be computed as follows:

(a) *Powered aircraft.* Flight time had in powered aircraft shall be computed in hours and minutes.

(b) *Glider.* Flight time had in a glider may be computed either in hours and minutes or by number of glider flights. Ten short-patterned and released glider flights may be counted as one hour of flight time.

PRIVATE PILOT RATING

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

(b) *Glider.* 16 years.

§ 20.21 *Citizenship.* An applicant for a pilot certificate with a private pilot rating may be a citizen of any country or a person without nationality.

§ 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: *Provided,* That an applicant who is unable to distinguish aviation signal red, aviation signal green, and white shall be issued an airman certificate appropriately endorsed to prohibit the holder thereof from exercising the privileges of such certificate except under such conditions, or with the use of such equipment, which would not require the ability to distinguish such aviation signal colors.

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

§ 20.24 *Aeronautical knowledge*—(a) *Powered aircraft.* An applicant for a powered aircraft rating shall have passed within the preceding 24 months a written examination based on Parts 43, 60, and 62 of this subchapter and on practical aspects of cross-country flight planning, weather recognition, pilotage, dead reckoning, and general safety practices in the operation of aircraft.

(b) *Glider.* An applicant for a glider rating shall demonstrate a knowledge of such portions of Parts 43, 60, and 62 of this subchapter as are pertinent to glider operations and of aeronautical charts, meteorology in relation to glider flights, navigation and other instruments used in the operation of gliders, theory of flight, and glider operating limitations.

§ 20.25 *Aeronautical experience*—(a) *Powered aircraft.* Each applicant for a powered aircraft rating, whether he has obtained his flight experience in spinnable, non-spinnable, two-control, or three-control aircraft, shall have not less than 25 hours of solo flight time and 15 hours of dual instruction time given by a rated flight instructor: *Provided,* That if the applicant holds a private or commercial pilot certificate with a glider rating, he may receive credit for not more than 10 hours of the required solo flight time for equal flight time obtained in gliders. Each applicant shall in addition meet the requirements of subparagraphs (1) through (3) of this paragraph.

(1) At least 10 hours of the required solo flight time shall be cross-country flight time. Each solo cross-country flight shall include a landing at a point more than 25 miles from the point of departure, and at least one flight shall include a landing at a point more than 100 miles from the point of departure.

(2) After the applicant's first solo flight, at least 5 hours of dual instruction time shall be given in cross-country flying, of which not less than 3 hours shall be given before his first solo cross-country flight.

(3) Dual instruction time shall include instructions in the prevention of and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes.

(b) *Glider.* Each applicant for a glider rating shall have made at least 100 glider flights, or have acquired 10 hours of glider flight time including at least 50 glider flights. The total number of required flights shall include at least (1) 25 glider flights during each of which a 360° turn is made; (2) 1 hour of flight instruction in the recovery from stalls entered from all normally anticipated flight attitudes; (3) 2 hours in the aggregate during which the applicant is the sole occupant of the glider; and (4) at least 3 hours in a glider suitable for cross-country flight.

§ 20.26 *Aeronautical skill.* An applicant shall exercise reasonable judgment, coordination, and smoothness in the execution of all flight maneuvers, any of which, however, may be modified or eliminated if not consistent with the characteristics of the aircraft used in the flight test and if appropriate operation limitations are entered on the rating record. If an applicant's medical certificate shows a structural defect or limitation, such additional maneuvers and tests shall be required as may be necessary to demonstrate the competence of the applicant to pilot aircraft safely, and appropriate operation limitations shall be entered on the rating record. Except as thus provided, each applicant shall satisfactorily accomplish a practical examination with respect to the following procedures and maneuvers:

(a) *Airplane.* (1) Preflight inspection, starting, taxying, and run-up check of aircraft before take-off;

(2) Planning of a cross-country flight to a specified destination, reckoning with weather conditions, fuel requirements, check points, estimated time of arrival, and available alternate airports, and accomplishing such portion of the planned flight, including change of course to an alternate airport, as is necessary to demonstrate proficiency in cross-country flying;

(3) Straight and level flight, left and right medium banked turns, left and right climbing and gliding turns at normal and at minimum controllable speeds, and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes;

(4) Turns while maintaining a constant radius, or track, around a point, or area, including a 720° turn in each direction in a banked attitude of more than 45°;

(5) Normal and cross-wind take-offs and landings following appropriate traffic control procedures of the airport involved, using power, flaps, and slips at the applicant's discretion for assistance in landing;

(6) Simulated emergencies, including one short or soft-field take-off, and one landing, if in single-engine aircraft, with engine throttled and using flaps, slips, or both, for assistance; or, if in multi-engine aircraft, in accordance with proper engine-out procedure.

(b) *Glider.* (1) At least 2 flights, one of which shall include a 360° approach to the right and one to the left, landing each time within 200 feet beyond a designated line or point;

(2) Recovery from stalls entered from all normally anticipated flight attitudes. (Stall maneuvers may be demonstrated in airplanes.)

(c) *Rotorcraft.* As prescribed by the Administrator appropriate to the type of rotorcraft used.

COMMERCIAL PILOT RATING

§ 20.30 *Age.* 18 years.

§ 20.31 *Citizenship.* An applicant for a pilot certificate with a commercial pilot rating may be a citizen of any country or a person without nationality.

§ 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: *Provided,* That an applicant who is unable to distinguish aviation signal red, aviation signal green, and white shall be issued an airman certificate appropriately endorsed to prohibit the holder thereof from exercising the privileges of such certificate except under such conditions, or with the use of such equipment, which would not require the ability to distinguish such aviation signal colors.

(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 comply with the following flight experience requirements:

(1) 200 hours of flight time credited in accordance with Part 43 of this subchapter, of which at least 100 hours shall be as pilot in command;

(2) 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 three full-stop landings are made at different points, one of which shall be not less than 150 miles from the initial point of departure;

(3) 5 hours of night flight time which shall include not less than 10 take-offs and 10 landings as pilot in command and as sole manipulator of the controls; and

(4) 10 hours of instrument flight experience, of which not less than 5 hours shall be instrument flight instruction given by a rated instrument pilot and not more than 5 hours under simulated instrument flight conditions accompanied by a safety pilot, or in a mechanical trainer acceptable to the Administrator.

(5) The requirements for night flight time and instrument flight experience apply only to applicants for airplane category ratings provided for in this part.

(6) An applicant who does not meet the night flight time or instrument flight experience requirements of subparagraphs (3) and (4) of this paragraph, but does meet the other requirements of this paragraph 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 or instrument flight experience requirements.[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 or instrument flight experience requirements, he shall be reissued a certificate without such endorsements or with the endorsements appropriately modified.

(b) *Glider.* An applicant for a glider rating shall have had at least 250 glider flights, or 25 hours of glider flight time including at least 125 glider flights. At least 25 of the required total number of flights shall have included 360° turns. As part of his aeronautical experience an applicant shall have had at least one hour of flight instruction in the recovery from stalls entered from all normally anticipated flight attitudes.

§ 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) [Reserved]

(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.

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) At least 2 flights, one of which shall include a 360° approach to the right and one to the left, landing each time within 100 feet beyond a designated line or point;

(2) A spiral in each direction of not less than 3 full turns in a banked attitude of not less than 45°;

(3) A demonstration of satisfactory technique in the performance of glider flight when towed by an automobile or a winch;

(4) A demonstration of satisfactory technique in the performance of glider flight when towed by an airplane during climb, and when above, below, and to one side of the towing airplane slipstream while in level flight; and

(5) Recovery from stalls entered from all normally anticipated flight attitudes. (Stall maneuvers may be demonstrated in airplanes.)

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 private pilot limited by his rating to nonspinnable airplanes may have this limitation removed by making application to the Administrator and by showing that he meets the experience requirements of § 20.25. In this case the dual cross-country instruction required need not have been received before any solo cross-country flight.

(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.

§ 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.* A flight instructor rating may be issued to an applicant who meets the following requirements:

(a) *Age.* 18 years.

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

(c) *Experience.* An applicant shall be a commercial pilot or a private pilot who has met the experience requirements for the issuance of a pilot certificate with a commercial pilot rating.

(d) *Skill.* An applicant shall demonstrate in each category of aircraft in which he desires to give flight instruction his ability to perform with precision and to teach such flight maneuvers as are necessary and appropriate for instruction in the safe piloting of that category 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,

[1] Paragraphs 2.4.1.3 (c) and (d) of Annex 1 (Personnel Licensing Standards) to the Convention on International Civil Aviation provides that an applicant for a commercial pilot certificate shall have 5 hours of night flight time and 10 hours of instrument flight instruction. An individual holding a pilot certificate with a commercial rating issued after October 1, 1951 who does not meet such requirements 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 certificate issued by the Administrator does not prohibit the holder thereof from exercising all the privileges of a commercial pilot rating while flying within the United States and its possessions.

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.

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 issued to a United States citizen shall remain in effect for a period no longer than 24 months after the date of issuance.

(b) A pilot certificate with a private or commercial rating issued to a United States citizen shall remain in effect until surrendered, suspended, revoked, or otherwise terminated by order of the Board.

(c) A student pilot certificate or a pilot certificate with a private or commercial rating issued to an applicant other than a United States citizen shall remain in effect for a period no longer than 12 months after the date of issuance, but it may be reissued without further demonstration of technical competence.

(d) A limited pilot certificate shall remain in effect for a period no longer than 12 months after date of issuance, but it may be reissued without further demonstration of technical competence.

(e) After revocation, and upon request after suspension, the certificate shall be returned to the Administrator.

(f) Nothing in this section shall be construed to deny or defeat the jurisdiction of the Federal courts, the Administrator, or the Board to impose any authorized sanction, including revocation of the certificate, for a violation of the act or of the regulations in this subchapter occurring during the effective period of the certificate.

§ 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 exeed 90 days, subject to the terms and conditions specified therein by the Administrator.

§ 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.

§ 20.55 *Military competence.* Pilot certificates and appropriate ratings granted on the basis of military competence shall be issued in accordance with the provisions of paragraphs (a), (b), (c), and (d) of this section.

(a) *Private pilot rating.* An applicant for a pilot certificate with a private rating shall be deemed to have met the aeronautical knowledge, experience, and skill requirements 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 thereof, and either is on solo flying status as a rated pilot or the equivalent or has, within 12 months preceding the date of application, been graduated from and rated as a pilot by a military flying school; or

(2) That he has been honorably discharged or released from such forces and was, at the time of such discharge or release, on solo flying status as a rated pilot or the equivalent or had been graduated from and rated as a pilot by a military flying school: *Provided,* That if he has been honorably discharged or released from such forces for a period longer than 12 months preceding the date of application, he shall pass the flight test prescribed by § 20.26, unless he can show that he has had, within 12 months preceding the date of application, at least 10 hours of flight time as pilot in command in military aircraft.

(b) *Commercial pilot rating.* An applicant for a pilot certificate with a commercial rating shall be deemed to have met the aeronautical knowledge, experience and skill requirements 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 thereof, and 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 prior to the date of application or has, within 12 months preceding the date of application, been graduated from and rated as a pilot by a military flying school; or

(2) That he has been honorably discharged or released from such forces, and had been on active duty on solo flying status as a rated pilot or the equivalent for a period of 6 consecutive months preceding such discharge or release or had been graduated from and rated as a pilot by a military flying school: *Provided,* That if he has been honorably discharged or released from such forces for a period longer than 12 months preceding the date of application, he shall pass the flight test prescribed by § 20.36.

(c) *Aircraft category, class, and type ratings.* An applicant for a particular category, class, and type rating who has applied for or holds a pilot certificate issued on the basis of military competence or otherwise shall be issued appropriate ratings upon the presentation of reliable documentary evidence that he has had, within 12 months preceding the date of application, at least 10 hours of flight time as pilot in command in military aircraft of a category, class, and type for which the rating is sought, or has taken a flight test.

(d) *Instrument rating.* An instrument rating shall 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 the regulations in this subchapter with respect to such rating.

§ 20.56 *Change of address.* Within 30 days after any change in the permanent mailing address of a holder of a student pilot certificate or a pilot certificate with a private or commercial rating, the holder shall notify the Administrator in writing of such change. Such notice shall be mailed to the Administrator of Civil Aeronautics, attention Airman Records Branch, Washington 25, D. C.

§ 20.57 *Termination of certificates.* All student pilot certificates and pilot

certificates with private or commercial ratings issued to individuals other than United States citizens prior to September 27, 1950, shall expire on September 26, 1951, but they may be reissued with a duration of 12 months without further demonstration of technical competence.

§ 20.58 *Identification.* The holder of a certificate issued under the provisions of this part shall not, except while engaged in operations conducted by a scheduled air carrier, exercise the privileges conferred by the certificate unless he has in his personal possession a current airman identification card or other identification card acceptable to the Administrator which duly describes him. The airman identification card may be obtained from the Administrator who shall prescribe its form and the manner of applying for it.

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.

§ 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 rating 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 shall be defined as indicated in §§ 20.71 to 20.83.

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

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

§ 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.

§ 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.

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

§ 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]

§ 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.

§ 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 to local time for the locality concerned.[3]

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

§ 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.

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

§ 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.

§ 20.83 *Authorized representative of the Administrator.* An authorized representative of the Administrator shall mean any employee of the Civil Aeronautics Administration or any private person, authorized by the Administrator to perform any of the duties imposed upon him by the provisions of this part.

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[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.

[3] 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.

NOTICE

Advise the Publications Section, 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 and whether you wish to receive copies of amendments which may be issued in the future.

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