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

Civil Air Regulations Amendment 20-2
Effective: May 1, 1949
Adopted: April 28, 1949

PERSONNEL LICENSING STANDARDS

On April 2, 1949, there was published a notice of proposed rule making (14 F.R. 1545) indicating our intention to implement those portions of the Personnel Licensing Standards adopted by the International Civil Aviation Organization (ICAO) deemed suitable for domestic aviation.

The following amendments to Part 20 are those deemed necessary for such implementation. One amendment adopts definitions of aircraft category, class, and type, pilot in command, copilot, dual instruction time, flight time, flight instructor, etc. This change is fundamental if any sound basis is to exist for comparing airman certificates issued by the United States with Annex 1 standards so that other Member States shall be obliged to recognize them. In addition, the part is amended to provide for type (formerly "make and model") ratings for aircraft of over 12,500 lbs. maximum certificated take-off weight. This provision is designed to meet Annex 1 requirements that all pilots of aircraft of over 12,500 lbs. maximum certificated take-off weight carrying passengers or flying for remuneration shall be type-rated for the aircraft being piloted. It will be noted that the provisions of Annex 1 do not permit a commercial pilot to carry passengers or cargo for hire in aircraft of over 12,500 lbs. maximum certificated take-off weight in international flight irrespective of whether such pilot has a type rating for such aircraft. However, this limitation does not apply to flights within the United States, nor is it applicable until May 1, 1953, to holders of pilot certificates with a commercial rating issued prior to May 1, 1949.

The experience requirements for the issuance of a pilot certificate with a commercial rating have been amended to require the applicant to have at least 200 hours of flight time of which 100 hours shall have been flown as pilot in command and of which 5 hours shall have been flown within 60 days immediately preceding the date of application. Such flight time shall also include 20 hours of cross-country flight time during which the applicant shall have made at least one flight of not less than 350 miles, plus the Annex 1 requirement of 10 hours of night flight time. This amendment also provides for the issuance of a like certificate and rating appropriately endorsed indicating noncompliance with the night flight requirement for the applicant who meets all other Part 20 requirements except the Annex 1 required night flight. A commercial pilot certificated after May 1, 1949, or any commercial pilot after May 1, 1953, not meeting this night flight

requirement is not, under the provisions of Annex 1, permitted to exercise privileges of a commercial pilot in international flight unless he obtains permission from the State or States whose territory is entered. The holder of such a certificate may, at any time, be reissued a certificate without such endorsement upon presenting proof of compliance with the night flight experience requirement.

An additional amendment is designed to amplify requirements for issuance of an instrument rating, specifically requiring demonstration of knowledge of instrument flight rules and of flight planning in relation to air traffic control services and aircraft performance, plus at least 150 hours of flight time as pilot in command of which not less than 50 hours shall be cross-country flight time.

These amendments shall be effective May 1, 1949. It will be noted that Annex 1 will become effective on May 1. 1949, and that the United States is obliged by the terms of the Convention on International Civil Aviation to bring its regulations into compliance with Annex 1, in so far as it has not filed notice of differences thereto, by that date. The notice of proposed rule making referred to above fully advised the public of the intended effective date.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented. For the reasons above stated, the Board finds that good cause exists for making this amendment effective on less than 30 days' notice.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 20 of the Civil Air Regulations (14 CFR, Part 20, as amended) effective May 1, 1949, as follows:

1. By deleting the word "type" from every section in which it appears in this part and inserting the word "category" in lieu thereof.

2. By deleting the words "model," "models," "make," or "make and model" from every section in which any or all of such words appear in this part and inserting the word "type" in lieu thereof.

3. By deleting the words "dual flight time" from every section in which they appear in this part and inserting the words "dual instruction time" in lieu thereof.

4. By amending § 20.10 to read as follows:

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.

5. By amending § 20.35 (a) to read as follows:

20.35 Aeronautical experience.

(a) 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. 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 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 at least 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.

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

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.

6. By amending § 20.40 to read as follows:

20.40 Aircraft rating competence. An applicant for an aircraft rating shall demonstrate competence 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 a rating is sought. A pilot limited by his rating to nonspinnable airplanes, 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 on spinnable airplanes. A pilot limited by his rating to gliders, when applying for powered aircraft ratings, shall meet the aeronautical knowledge, experience, and skill requirements for powered aircraft applicable to the pilot rating sought.

7. By adding a new § 20.402 to read as follows:

20.402 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.

8. By amending § 20.420 to read as follows:

20.420 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.

9. By amending § 20.421 to read as follows:

20.421 Experience. An applicant shall hold a private or commercial pilot rating and shall have at least:

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

(b) 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.

10. By amending § 20.563 to read as follows:

20.563 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.

11. By adding a new § 20.9 to read as follows:

20.9 Definitions.

(a) As used in this part the words listed below shall be defined as follows:

(1) Category. Category shall indicate a classification of aircraft such as airplane, helicopter, glider, etc.

(2) Class. Class shall indicate a difference in basic design of aircraft within a category, such as single-engine land, multi-engine sea, etc.

(3) 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.

(4) 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.

(5) Flight instructor. Flight instructor means a pilot who is qualified to instruct other pilots and who has received a flight instructor rating.

(6) 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/

(7) 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.

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.

(8) 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/

(9) Pilot. A pilot is an individual who manipulates the controls of an aircraft during the time defined as flight time.

(10) 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.

(11) Solo flight time. Solo flight time shall mean the flight time during which a pilot is the sole occupant of an aircraft.

(12) 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.

(Secs. 205 (a), 601, 602, 52 Stat. 984, 1007, 1008; 49 U.S.C. 425 (a), 551, 552, P.L. 872, 80th Cong. 2d Sess.)

By the Civil Aeronautics Board:

(SEAL)

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

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.

Part 20 last printed November 10, 1948.