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

Civil Air Regulations Amendment 20-4
Effective: October 24, 1957
Adopted: September 19, 1957

PILOT AND INSTRUCTOR CERTIFICATES

ISSUANCE OF INSTRUMENT RATINGS BASED ON MILITARY COMPETENCE AND ISSUANCE OF ADDITIONAL CATEGORY RATINGS FOR PRIVATE AND COMMERCIAL PILOTS

Section 20.111 (c) of the recently revised Part 20 provides for the issuance of an instrument rating to any applicant who holds a currently effective military instrument card. When this revision was adopted by the Board, it was understood that the military requirements for the issuance of instrument cards were equivalent to those specified for the issuance of an instrument rating under the provisions of Part 20. However, experience with the administration of this section has revealed that some of the military services have issued instrument cards with limitations indicating that the holders are not authorized to exercise full instrument flight privileges. Accordingly, it is now considered necessary to amend the regulations to limit the acceptance of military instrument cards for the issuance of instrument ratings to persons holding military instrument cards which were issued on the basis of requirements at least equal to those standards prescribed for the issuance of an instrument rating under the provisions of this part.

The recently revised Part 20 relates the issuance of additional category ratings to the experience requirements for the original issuance of a pilot certificate with the category rating sought. Previously, the regulations required only that an applicant demonstrate competence in an aircraft of the category for which the rating is sought.

Correspondence has been received from a number of persons engaged in rotorcraft and glider flight training pointing out the adverse effect that the additional cost of securing an additional rating would have on most trainees. A re-examination of the new requirements indicates that they are reasonable with respect to applicants applying for the original issuance of pilot certificates but, when applied to a certificated pilot applying for an additional category rating, they do not appear to make sufficient allowance for the applicant's previous piloting experience and may impose an undue financial burden that is not fully justified in the interest of safety.

Interested persons have been afforded an opportunity to participate in the making of this amendment (22 F. R. 6251), and due consideration was given to all relevant matter presented.

In view of the foregoing, the Civil Aeronautics Board hereby amends Part 20 of the Civil Air Regulations (14 CFR Part 20, as amended) effective October 24, 1957.

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1. By amending § 20.111 (c) by adding at the end thereof the phrase "if the standards under which the rating was issued are not less than those prescribed for the issuance of an instrument rating under this part."

2. By amending § 20.121 (a) to read as follows:

20.121 Additional aircraft ratings. * * *

(a) Category rating.

(1) A pilot holding an airplane category rating who applies for a rotorcraft category rating shall have acquired at least 25 hours of dual instruction and solo flight time in rotorcraft, 5 of which shall have been solo, and shall pass an appropriate flight test.

(2) A pilot holding an airplane or rotorcraft category rating who applies for a glider category rating shall have acquired at least 2 hours of dual instruction and solo flight time in gliders which shall include at least 10 solo glider flights in which 360° right and left approaches have been made, and shall pass an appropriate flight test.

(3) A pilot holding a glider category rating who applies for an airplane or rotorcraft rating shall meet all the requirements for the original issuance of such category rating and shall pass an appropriate flight test.

(4) A pilot holding a rotorcraft category rating who applies for an airplane category rating shall have acquired the total flight time required for the original issuance of such category rating, shall have acquired at least 5 hours of solo flight time in airplanes, and shall pass an appropriate flight test.

(Sec. 205 (a) 52 Stat. 984; 49 U.S.C. 425. Interpret or apply secs. 602, 610, 52 Stat. 1008, 1012, as amended; 49 U.S.C. 552, 560)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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