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

Civil Air Regulations Amendment 20-14
Effective: October 1, 1951
Adopted: September 21, 1951

NIGHT AND INSTRUMENT FLIGHT EXPERIENCE REQUIREMENTS
FOR COMMERCIAL PILOTS IN THE AIRPLANE CATEGORY

This amendment of Section 20.35 (a) of the Civil Air Regulations is designed to require a minimum of 5 hours of night flight and 10 hours of instrument flight as part of the experience requirements for the commercial pilot in the airplane category for any applicant to whom a certificate unrestricted for international flight is issued after October 1, 1951.

Any applicant obtaining his certificate after October 1, 1951, who does not meet these requirements, will have an endorsement placed on his certificate to show that such requirements have not been met. These endorsements neither restrict nor affect in any way the privileges of such certificate with respect to flight in the United States or its possessions. However, they do restrict the holder of such a certificate from piloting airplanes commercially in foreign countries (members of ICAO) without the consent of the foreign country in which the flight is to be made. It is an international obligation of the United States under the Chicago Convention to take this action. It should be noted that this amendment in no way affects certificates in this category issued prior to October 1, 1951, either by way of any requirement of endorsement or by way of restriction as to international flight. The purpose of the amendment is to provide an applicant an opportunity to secure a commercial pilot rating after October 1, 1951 that is recognized by other countries as valid for international flight operations on a commercial basis.

A proposal to amend the Civil Air Regulations to include the 5 hours of night flight and 10 hours of instrument flight instruction as experience requirements for a commercial pilot, without the endorsement provision, was published in the Federal Register on July 31, 1951 as a notice of proposed rule-making and circulated as part of Draft Release 51-5, dated July 27, 1951. The effect of this would have been to incorporate these experience requirements with respect to flight in the United States and its possessions as well as in international flight. Of the comment received from the industry regarding the night and instrument experience most expressed strong objection to the 10 hours of instrument experience and some expressed objection to the 5 hours of night experience. In order to give consideration to the objections raised against the provisions of Draft Release 51-5, further study and evaluation of those proposed changes will be made before any further regulatory action is taken by the Board. The 10 hours of night flight

time which are currently required in § 20.35 (a) are being reduced to 5 hours, to conform to the revised ICAO standard.

Since this amendment imposes no additional burden on any person, and merely carries out an existing international obligation of the United States, it may be made effective without prior 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 October 1, 1951:

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

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) 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.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 602, 52 Stat. 1007, 1008; 49 U.S.C. 551, 552)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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.