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UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D.C.

Civil Air Regulations Amendment 20-15
Effective: April 20, 1962
Issued: April 16, 1962

[Reg. Docket No. 1161; Amdt. 20-15]

PART 20—PILOT AND INSTRUCTOR CERTIFICATES

Elimination of the 360° Overhead Approach From Glider Training

Part 20 of the Civil Air Regulations and the manual material related thereto prescribe the standards applicable to the issuance of pilot and instructor certificates with glider ratings. Sections 20.95(b), 20.95–1(a)(3)(iv), 20.104(d), 20.105(b), 20.105–1(a)(3)(v), 20.121(a)(2), and 20.130–1(d)(4)(v) require, as a prerequisite to a glider rating, right and left 360° approaches for accuracy landings. This amendment replaces the 360° approaches required in these sections for aeronautical skill and flight test with 180° side approaches performed only in the direction of the prescribed traffic pattern. It also replaces the 360° approaches in the experience requirements with 360° turns.

Prior to March 1941, applicants taking flight tests in powered aircraft were required to make 360° approaches for accuracy landings. Since there was little traffic at most airports, such maneuvers presented almost no safety problem. With increased airport traffic, the 360° approach became increasingly hazardous for powered aircraft, and it was eliminated from the flight test. The growth of glider training and flight test activity and the use of congested airports for these activities have established the need for a similar regulatory change in the requirements for a glider rating.

A 360° right and left approach requires the glider to be operated in a direction opposite to the normal traffic pattern flow at many airports, thereby creating a collision hazard for other airport traffic. Moreover, experience with pilot training in powered aircraft where the 180° side approach in the direction of traffic is used indicates that pilot proficiency is not lessened by eliminating the 360° overhead approach. Equal pilot technique is required to accomplish either maneuver.

To accomplish the foregoing change, the skill and flight test requirements for a glider rating on private, commercial, and flight instructor certificates are being amended to substitute the 180° approach in the direction of the prescribed traffic pattern flow for the 360° overhead right and left approach. In addition, the aeronautical experience requirements for glider ratings are being changed to require 360° turns, rather than 360° approaches.

Since this amendment relieves a restriction and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 20 of the Civil Air Regulations (14 CFR Part 20) and the manual material related thereto are hereby amended as follows, effective April 20, 1962:

1. By amending § 20.95(b) to read:

§ 20.95 Aeronautical skill.

* * * * *

(b) At least two flights, each of which shall include a 180° approach to a landing, in the direction of the prescribed traffic pattern flow, landing each time within 200 feet beyond a designated line or mark; and

2. By amending § 20.95–1(a)(3)(iv) to read:

§ 20.95–1 Private pilot flight test—gliders (FAA policies which apply to § 20.95).

(a) *Flight test items.* * * *
(3) * * *

(iv) 180° approaches to landings in the direction of the prescribed traffic pattern flow, landing within 200 feet beyond a designated line or mark.

3. By amending § 20.104(d) to read:

§ 20.104 Aeronautical experience.

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(d) 25 glider flights, each of which include a 360° turn.

4. By amending § 20.105(b) to read:

§ 20.105 Aeronautical skill.

* * * * *

(b) At least two flights, each of which shall include a 180° approach to a landing, in the direction of the prescribed traffic pattern flow, landing each time within 100 feet beyond a designated line or mark;

5. By amending § 20.105–1(a)(3)(v) to read:

§ 20.105–1 Commercial pilot flight test—gliders (FAA policies which apply to § 20.105).

(a) *Flight test items.* * * *
(3) * * *

(v) 180° approaches to landings in the direction of the prescribed traffic pattern flow, landing within 100 feet beyond a designated line or mark.

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

§ 20.121 Additional aircraft ratings.

* * * * *

(a) *Category rating.* * * *

(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 flight instruction and solo flight time in gliders which shall include at least 10 solo glider flights, each of which includes a 360° turn, and shall pass an appropriate flight test.

7. By amending § 20.130–1(d)(4)(v) to read:

§ 20.130–1 Limited flight instructor certificates (FAA policies which apply to § 20.130).

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(d) *Instructor practical test items.* * * *

(4) *Flight test—gliders.* * * *

(v) 180° approaches to landings in the direction of the prescribed traffic pattern flow, landing within 100 feet beyond a designated line or mark.

(Secs. 313(a), 601, 602; 72 Stat. 752, 775, 776; 49 U.S.C. 1354, 1421, 1422)

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N. E. HALABY,
Administrator.

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