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

Civil Air Regulations Amendment 20-16
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[Reg. Docket No. 903; Amdt. 20-16]

PART 20—PILOT AND INSTRUCTOR CERTIFICATES

Addition of Rotorcraft Class Ratings for Pilot Certificates

Section 20.120 of the Civil Air Regulations provides for the classification of aircraft ratings issued to private and commercial pilots. At present all aircraft using rotating airfoils as a source of lift are grouped under the category "rotorcraft," with no further breakdown into classes of rotorcraft. The majority of such aircraft are helicopters; however, there are some gyroplanes, and indications are that there may be many others in the near future.

A gyroplane, including the autogiro, is a class of rotorcraft, the rotors of which are caused to rotate by the action of the air when the rotorcraft is in motion, with the propulsion system independent of the rotor system except for initial starting. The helicopter, on the other hand, is a rotorcraft which depends principally for its support and motion in the air upon the lift generated by one or more power-driven rotors, rotating on substantially vertical axes. The flight characteristics of helicopters and gyroplanes are substantially different.

In actual practice, under Federal Aviation Agency policies set forth in Civil Aeronautics Manual 20, an applicant for a rotorcraft rating has been required to accomplish the airplane flight maneuvers if he is examined in a gyroplane, and the helicopter maneuvers if he is examined in a helicopter. Therefore, an applicant who obtained a rotorcraft rating in a gyroplane would not have demonstrated ability to handle a helicopter, with its distinctive takeoff, flying, maneuvering, and hovering characteristics; and an applicant who obtained a rotorcraft rating in a helicopter would not have demonstrated ability to handle a gyroplane.

Civil Air Regulations Draft Release No. 61-19 proposed to add helicopter and gyroplane class ratings to the rotorcraft category. While all comments received support the objective, some comments suggested additional ratings. The need for additional ratings is still under study.

This amendment provides for the establishment of helicopter and gyroplane class ratings within the rotorcraft category. Other incidental changes include defining "helicopter" and "gyroplane" as defined in Parts 6 and 7 of the Civil Air Regulations, and redefining "rotorcraft" to read the same as in Parts 6 and 7. The present definition of "class (of aircraft)" is being changed to "class of airplane," and a new definition, "class of rotorcraft" is being added.

Since hovering cannot be performed in gyroplanes, § 20.53, involving requirements for solo flight in rotorcraft, is being amended by adding the words "applicable to helicopter class only" in parentheses after the word "hovering."

Section 20.121(a)(1) is also being amended. This section applies to a pilot holding an airplane category rating who applies for a rotorcraft category rating. Because there have been questions raised as to whether more than 5 solo hours could be counted toward the total hours of dual and solo required, the wording is being clarified to require "at least" 5 solo hours. The total hours required is reduced from 25 hours to 15 hours. This reduction in required hours provides relief from unnecessarily high hourly requirements for the more stabilized rotorcraft now in production.

An alternative is being added to the hours of dual and solo experience required in rotorcraft, by permitting in place of the specified experience, the submission of a written statement from an appropriately rated flight instructor recommending the applicant as qualified for the flight test. The alternative is a relief from what would otherwise be an unnecessary burden to applicants for a rotorcraft rating who already hold an airplane rating and who may require less than the specified times to reach a safe level of proficiency, particularly in certain types of rotorcraft.

Section 20.121(b)(1) is being clarified by specifying that the experience required of an applicant for an additional class or type rating must be in the class or type aircraft for which the rating is sought; and, by specifying that the accompanying pilot must be rated to carry passengers in the aircraft used. These changes are clearly within the intent of the regulation and have been complied with in the past without question.

Section 20.122 which is being added by this amendment provides a 6-month grace period for the continued validity of present rotorcraft category ratings. Provision is made to permit exchange of the superseded rotorcraft category rating for the new category and class ratings at any time after the effective date of this new section. The class of rotorcraft in which the certificate holder qualified initially will determine the class rating received. Where a certificate holder who qualified initially in a helicopter has had at least 10 hours as pilot in command of a gyroplane within the 12 months immediately preceding the effective date of this amendment, the gyroplane class rating may be added to the certificate.

This new section also provides for the exchange of certificates issued before September 1, 1957, bearing helicopter or autogiro category ratings. The exchange is necessary to establish a uniform system of aircraft rating classification. Upon presentation of their certificates for exchange, those persons who hold autogiro or helicopter category ratings will be issued rotorcraft category ratings with a helicopter or gyroplane class rating corresponding to the category rating held at the time of the exchange. No showing of recent experience or flight test is required for this exchange. Where the holder of a helicopter category rating has had at least 10 hours as pilot in command of a gyroplane within the 12 months immediately preceding the effective date of this amendment, the gyroplane class rating may be added to the certificate.

Possession of a current medical certificate is not needed for the exchange provisions of this section. Therefore, to clarify any ambiguity that may arise from the use of the words "valid pilot certificate," paragraph (c) of this section expressly states that a current medical certificate is not required to exchange a certificate.

Interested persons have been afforded an opportunity to participate in the making of this regulation, with the exception of—

(1) The clarification of §§ 20.121(a)(1) and 20.121(b)(1);

(2) The reduction of total hours re-

quired in § 20.121(a)(1) and

(3) The alternative provided in § 20.121(a)(1);

and due consideration has been given to all relevant matter presented. Since the amendments to §§ 20.121(a)(1) and 20.121(b)(1) are clarifications or relief from present restrictions and impose no additional burden on any person, notice and public procedure thereon are unnecessary.

This amendment will be included in the recodification of the provisions of Part 20 under the Agency's Recodification Program announced in Civil Air Regulation Draft Release No. 61-25 (26 F.R. 10698).

In consideration of the foregoing, Part 20 of the Civil Air Regulations (14 CFR Part 20) is hereby amended as follows, effective July 12, 1962:

1. By amending § 20.5 by adding in proper alphabetical order new definitions to read as follows:

§ 20.5 Definitions.

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Class of rotorcraft. A class of rotorcraft is a classification of such aircraft differentiating between gyroplanes and helicopters.

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Gyroplane. A gyroplane is a rotorcraft which depends principally for its support upon the lift generated by one or more rotors which are not power driven, except for initial starting, and which are caused to rotate by the action of the air when the rotorcraft is in motion. The propulsion is independent of the rotor system and usually consists of conventional propellers.

Helicopter. A helicopter is a rotorcraft which depends principally for its support and motion in the air upon the lift generated by one or more power-driven rotors, rotating on substantially vertical axes.

2. By amending § 20.5 by changing the word "aircraft" to "airplane" in the title of the definition "Class (of aircraft)" and by revising the definition to read as follows:

Class of airplane. A class of airplane is a classification of such aircraft differentiating between single-engine and multiengine and land and water configurations.

3. By amending § 20.5 by revising the definition "Rotorcraft" to read as follows:

Rotorcraft. A rotorcraft is any aircraft deriving its principle lift from one or more rotors.

§ 20.53 [Amendment]

4. By amending § 20.53(b) by inserting after the word "hovering" and before the comma, the parenthetical phrase "(applicable to helicopter class only)."

5. By amending § 20.120 by redesignating paragraph (c) as paragraph (d), and adding a new paragraph (c) so that § 20.120 reads as follows:

§ 20.120 Aircraft ratings.

Aircraft ratings issued to private and commercial pilots are classified as follows:

(a) *Category ratings.* (1) Airplane; (2) Rotorcraft; (3) Glider.

(b) *Airplane class ratings.* (1) Single-engine land; (2) Multiengine land; (3) Single-engine sea; (4) Multiengine sea.

(c) *Rotorcraft class ratings.* (1) Gyroplane; (2) Helicopter.

(d) *Type ratings.* Each type of aircraft having a maximum certificated takeoff weight of more than 12,500 pounds.

6. By amending § 20.121 (a)(1) and (b)(1) 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 15 hours of dual flight instruction and solo flight time in rotorcraft, at least 5 of which shall have been solo, or he shall submit a written recommendation from an appropriately rated flight instructor who has given him dual flight instruction and certifies him competent to meet the required skill standards for the rating sought. All applicants shall pass an appropriate flight test.

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(b) *Class or type rating.* * * *

(1) Have made at least five takeoffs and landings in an aircraft of the class or type for which the rating is sought, either in solo flight or as sole manipulator of the controls when accompanied by a pilot rated to carry passengers in the aircraft.

7. By adding a new § 20.122 to read as follows:

§ 20.122 Validity and exchange of rotorcraft, helicopter, or autogiro ratings issued prior to July 12, 1962.

(a) The holder of a valid pilot certificate bearing a rotorcraft category rating issued prior to July 12, 1962, may exercise the privileges of such rating until January 31, 1963. At any time after July 12, 1962, such person may, without a further showing of competence, exchange his rotorcraft category rating for a rotorcraft category rating with a class rating determined by the class of rotorcraft in which he originally qualified for the issuance of the rotorcraft rating, whether by flight test or on the basis of military competence. A certificate holder who qualified initially in a helicopter may obtain a gyroplane class rating without a further showing of competence if he has had at least 10 hours as pilot in command of a gyroplane within the 12 months preceding July 12, 1962.

(b) The holder of a valid pilot certificate bearing a helicopter or autogiro category rating issued prior to September 1, 1957, may exercise the privileges of such rating or ratings until January 31, 1963. Such person may, without a further showing of competence, exchange his helicopter category rating for a rotorcraft category rating with helicopter class rating, and his autogiro category rating for a rotorcraft category rating with gyroplane class rating, at any time after the effective date of this amendment by presenting his certificate for exchange. The holder of a helicopter category rating may obtain a gyroplane class rating without a further showing of competence if he has had at least 10 hours as pilot in command of a gyroplane within the 12 months preceding July 12, 1962.

(c) Exchange of pilot certificates under the provisions of paragraphs (a) and (b) of this section will not require the holder of the certificate to possess a current medical certificate at the time of the exchange.

(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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