CIVIL AIR REGULATIONS

PART 21
AIRLINE TRANSPORT PILOT RATING

As amended to August 15, 1949

CIVIL AERONAUTICS BOARD

WASHINGTON, D. C.

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AUTHORITY: §§ 21.1 to 21.58 issued under 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.

SOURCE: §§ 21.1 to 21.58 contained in Civil Air Regulations, May 31, 1938, amended by Amendment 75, 5 F. R. 3946, except as noted following sections affected.

§ 21.1 *Provision for issuance.* Pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, empowering the Administrator of Civil Aeronautics to issue airman certificates specifying the capacity in which the holders thereof are authorized to serve as airmen in connection with aircraft, and requiring the Civil Aeronautics Board to prescribe such reasonable rules and regulations governing practices, methods, and procedures as the Board may find necessary to provide adequately for safety in air commerce, air-line transport pilots will be rated as to competence in accordance with the provisions of the following regulations.

[Reg. 601–A–1, 3 F. R. 2053, as amended by Amdt. 75, 5 F. R. 3946]

MINIMUM REQUIREMENTS

§ 21.9 *Eligibility.* To be eligible for an airline transport pilot competency rating, an applicant shall comply with the minimum requirements set forth in §§ 21.10–21.18.

§ 21.10 *Age.* Applicant shall be at least 23 years of age.

§ 21.11 *Character.* Applicant shall be of good moral character.

§ 21.12 *Citizenship.* Applicant shall be a citizen of the United States or of a foreign government which grants or has undertaken to grant reciprocal air-line transport pilot privileges to citizens of the United States on equal terms and conditions with citizens of such foreign government.

[Admt. 21–5, 13 F. R. 4313]

§ 21.13 *Education.* (a) Applicant shall be able to read, write, and understand the English language, and shall be able to speak the English language without accent or impediment of speech which would interfere with two-way radio conversation; and

(b) Shall be a high school graduate or what is deemed by the Administrator to be its equivalent from the applicant's showing of general experience and aeronautical experience, knowledge, and skill.

§ 21.14 *Physical condition.* Applicant shall meet the physical standards of the First Class prescribed in Part 29 of this subchapter.

[Amdt. 21–6 7 F. R. 3923]

§ 21.15 *Aeronautical knowledge.* Applicant shall be familiar with and shall accomplish a satisfactory written examination on:

(a) The provisions of Parts 1, 21, 27, 40, 60, 61, and 98 of this subchapter, together with such parts of the provisions of Part 4a of this subchapter as are pertinent to the operations of air carrier aircraft.

(b) The fundamentals of air navigation and the use of formulas and of instruments and other navigational aids, both in aircraft and on the ground, which are deemed necessary for the navigation of aircraft by instruments.

(c) The general system of weather collection and dissemination.

(d) Weather map, weather forecast, and weather sequence abbreviations, symbols, and nomenclature.

(e) Elementary meteorology, including modern knowledge of the cyclons as associated with fronts.

(f) Cloud forms.

(g) Department of ~~Agriculture~~ Commerce Weather Bureau Circular N, Instructions for Airway Meteorological Service, and all amendments thereto.

(h) Weather conditions, including icing conditions and upper-air winds, affecting aeronautical activities.

(i) Air navigation facilities in use on the civil airways, including rotating beacons, course lights, radio ranges, and radio marker beacons.

(j) Data obtained from airplane weather observations and meteorological data reported from observations made by pilots engaged in air carrier flights.

(k) The influence of terrain upon meteorological conditions and developments, and the relation thereof to air carrier flight operations.

(l) Radio communication procedure as applied to aircraft operation.

(m) The basic principles of loading and weight distribution and its effect on flight characteristics.

[CAR, May 31, 1938, as amended by Amdt. 81, 5 F. R. 4530, and Amdt. 21–6, 14 F. R. 2194]

§ 21.16 *Aeronautical experience.* An applicant for an airline transport pilot rating shall hold a valid commercial pilot rating, or equivalent as determined by the Administrator, and shall have had at least 1,200 hours of flight time as pilot within the last 8 years, of which

(a) 5 hours shall have been had within 60 days immediately preceding the date of application;

(b) 500 hours shall have been cross-country flight time;

(c) 100 hours shall have been night flight time;

(d) 75 hours shall have been instrument time under actual or simulated instrument conditions of which not less than 50 hours shall have been in actual flight; and

(e) 250 hours of the preceding requirements shall have been as pilot in command, of which 100 hours shall have been cross-country flight time and at least 25 hours shall have been night flight time.

[Amdt. 21–6, 14 F. R. 2194]

§ 21.17 *Aeronautical skill.* (a) Applicant shall demonstrate satisfactorily his ability to pilot aircraft in normal take-offs, turns, landings, and the following maneuvers (the maneuvers in subparagraphs (6) and (7) of this paragraph shall be performed in an aircraft satisfactory to the examining inspector of the Administrator):

(1) From 3,500 feet, with engine throttled, a 360° turn and a landing in normal landing attitude.

(2) From 2,500 feet, with engine throttled, a 180° turn and a landing in normal landing attitude.

(3) A series of three shallow and three steep figure 8 turns and one 720° steep power turn in each direction. During these maneuvers, the pilot shall not gain or lose more than 200 feet of altitude.

(4) A spiral in one direction from 3,500 feet, or higher, with engine throttled, and a landing in normal landing attitude.

(5) Subparagraphs (1) through (4) of this paragraph shall be applicable when the flight tests are conducted in aircraft of a gross weight in excess of 10,000 pounds; otherwise the pilot shall be required to demonstrate his aeronautical skill in accordance with § 20.26 of this subchapter.

(6) Emergency maneuvers such as simulated forced landings, spirals, side slips and climbing turns, and recovery from stalls, maneuvers in multiengine equipment with authorized load with one engine inoperative, if rating is sought on such equipment, and such other maneuvers as the examining inspector of the Administrator may deem necessary to demonstrate the competence of the applicant.

(7) A right-hand and a left-hand spin each of at least two full turns, with not to exceed 10 degrees error.

NOTE: The requirements of subparagraphs (1)–(7) of this paragraph and of § 21.18 (b) may be met by the holding of a valid commercial rating.

(b) Applicant shall accomplish satisfactorily a flight test, solely by instruments, with respect to the following:

(1) Straight level flight for a given period of time.

(2) Moderate banks during 180° and 360° turns in both directions.

(3) Minimum glides and maximum climbs, and approaches to stalled attitudes of flight.

(4) Climbing turns.

(5) Stalls, skids, slips and spirals, and banks in excess of 45°, and recovery from the same.

NOTE: The requirements of subparagraphs (1)–(5) of this paragraph may be met by the holding of a valid instrument rating.

(6) Such other maneuvers as the examining inspector deems necessary.

(7) A practical demonstration, while in flight or under simulated conditions, of estimating arrival time, taking into account speed, wind, and drift.

[CAR, May 31, 1938, as amended by Amdt 101, 6 F. R. 1159, Amdt. 115, 6 F. R. 2871 and Amdt. 21–6, 14 F. R. 2194]

§ 21.18 *Radio skill.* (a) An applicant shall demonstrate his ability to interpret International Morse Code signals, and shall accomplish a satisfactory flight test in a hooded cockpit with respect to the following:

(1) Tuning radio.

(2) Orientation. Effective January 1, 1939, such orientation shall include the use of the radio direction finder with sufficient tests to determine the ability of the pilot to:

(i) Home on a radio station.

(ii) Determine whether the aircraft is heading toward or away from the station.

(iii) Obtain accurate fixes by the use of radio compass.

(3) Following radio range.

(4) Locating cone of silence.

(5) Letting-down-through on the range by the approved instrument approach procedure for the particular airport used in connection with the test.

(6) Such other maneuvers as the examining inspector deems necessary.

(b) Such maneuvers as are necessary to demonstrate competence to satisfactorily pilot an aircraft from either control seat. None of the maneuvers provided for in §§ 21.17 and 21.18 shall be disregarded, but any such maneuver may be modified by the examining inspector of the Administrator to such extent as may be necessary for reasonable and safe operation of the aircraft used in the particular maneuver. Such inspector will report any such modification to the Administrator in writing.

[CAR, May 31, 1938, as amended by Amdt. 21–6, 14 F. R. 2194]

AIR-LINE TRANSPORT PILOT COMPETENCY CERTIFICATE

§ 21.20 *Existing aircraft ratings.* Every pilot having an airline transport pilot rating with appropriate aircraft category and class, and horsepower ratings, issued by the Administrator prior to May 1, 1949, may continue to operate aircraft in accordance with the limitations of such rating until the expiration, suspension, revocation, or surrender of the rating: *Provided,* That after May 1, 1953, each such pilot shall comply with § 21.35 (b).[1]

(a) *Aircraft rating.* The aircraft which the applicant is deemed competent to pilot shall be prescribed in his certificate by category and class, and type if the aircraft has a maximum certificated take-off weight of 12,500 lbs. or more and, in the case of unconventional airplanes, such description as is appropriate to define clearly the competence of the applicant. Competence to pilot aircraft shall be demonstrated in aircraft of the category and class and, if appropriate, the type for which the rating is sought.

[Amdt. 21–6, 14 F. R. 2194]

§ 21.21 *Application.* Application for an air-line transport pilot certificate shall be made to the Administrator upon a form supplied for the purpose.

(a) *Application to amend.* When any change in an air-line transport pilot competency rating is desired, the applicant shall file a written request therefor with the Administrator upon a form supplied for the purpose.

(b) *Revocation.* No person whose air-line transport pilot certificate has been revoked shall apply for or be issued a pilot certificate of any grade or rating for a period of 1 year after the revocation, except as the order of revocation may otherwise provide.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052, Amdt. 19, 4 F. R. 3391, and Amdt. 87, 5 F. R. 5256]

§ 21.22 *Issuance.* Upon approval of an application duly made, proofs submitted and examinations and tests satisfactorily completed, an air-line transport pilot certificate will be issued in an appropriate form.

(a) *Temporary certificate.* Following application made for an air-line transport pilot certificate, but prior to approval thereof and issuance of the certificate, a temporary air-line transport pilot certificate may be issued by the examining inspector of the Administrator.

(b) *Special ratings.* A special rating, except an instrument rating, will be issued to and renewed for the holder of a valid air-line transport pilot certificate pursuant to the provisions of §§ 20.40–20.42, and upon the same terms as such rating is issued to and renewed for the holder of a valid commercial pilot certificate.

(c) *Instruction in air transportation service.* Any person holding a valid airline transport pilot rating shall be considered competent to instruct other pilots in air transportation service in aircraft of a category, class, and type specified in the airline transport pilot rating of the instructing pilot. No pilot shall give more than 8 hours of such instruction in any one day nor more than 36 hours in any 7-day period. Such instruction shall be given only in aircraft equipped with fully functioning dual controls.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052, Amdt. 115, 6 F. R. 2872, Amdt. 21–9, 7 F. R. 6632, and Amdt. 21–6, 14 F. R. 2194]

§ 21.23 *Display.* An air-line transport pilot certificate shall be kept in the personal possession of the pilot at all times when piloting aircraft, and shall be presented for inspection upon the demand of any passenger, or of any authorized official or employee of the Administrator or Board or any State or municipal official charged with the duty of enforcing local laws or regulations involving Federal compliance, or upon the reasonable request of any other person.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052, Amdt. 75, 5 F. R. 3946]

[1] Annex 1 to the Convention on International Civil Aviation (Personnel Licensing Standards) requires a pilot to have a type rating for all aircraft of a maximum certificated take-off weight of over 12,500 pounds. However, by the terms of the Convention, a holder of a pilot certificate issued prior to May 1, 1949, may, until May 1, 1953, exercise all of the privileges of such certificate both in the United States and internationally without compliance with such international standard.

§ 21.24 *Duration.* An air-line transport pilot certificate shall be of 60 days' duration and, unless the holder thereof is otherwise notified by the Administrator within such period, it shall continue in effect thereafter, until otherwise specified by the Board, unless suspended or revoked.

[Amdt. 21–7, 7 F. R. 5037]

§ 21.25 *Nontransferability.* An air-line pilot certificate is not transferable.

§ 21.26 *Operation during physical deficiency.* A certificated air-line transport pilot shall not operate any aircraft during the period of any known physical deficiency or increase in physical deficiency which would render him during that period unable to meet the physical requirements with which he complied in order to secure his certificate.

[Amdt. 75, 5 F. R. 3946]

§ 21.27 *Surrender.* Upon the suspension, revocation, or expiration of an air-line transport pilot certificate, the holder of such certificate shall, upon request, surrender such certificate to any officer or employee of the Administrator.

[Amdt. 75, 5 F. R. 3946]

§ 21.28 *Reexamination.* (a) An applicant who has failed any prescribed theoretical examination may apply for reexamination at any time after the expiration of 30 days from the date of such failure or after he has received not less than 5 hours instruction in each subject failed from a person employed by an air-line to instruct in such subject or from whichever one of the following persons is appropriate:

(1) A certificated air-line transport pilot;

(2) A certificated ground instructor rated for the subject;

(3) A person qualified to instruct in the theory of instrument flight.

(b) An applicant who has failed to pass any prescribed practical examination or test may apply for reexamination only after (1) he has logged at least 5 additional hours of flying solely by instruments and at least 5 additional hours of dual flight instruction with a certificated flight instructor or a certificated air-line transport pilot, or (2) he has acquired such part of the above practice or instruction as may, in the opinion of the Administrator, warrant reexamination. Upon meeting the requirements of this paragraph an applicant for reexamination shall be deemed to meet the 5 hours solo flight time requirements set forth in § 21.16 (b).

(c) Applicant shall present a statement from the instructor indicating that he has given the required instruction and that he deems the applicant qualified to pass the flight test or that part of the theoretical examination in which such instruction was given, whichever is appropriate.

[Amdt. 21–10, 7 F. R. 8414]

EXAMINATIONS AND TESTS

§ 21.30 *General.* The examinations and tests prescribed in the regulations of this part (both for an air-line transport pilot certificate and for the ratings issued with respect thereto) will be conducted by an authorized officer or employee of the Administrator or by a properly qualified person designated for the purpose by the Administrator. During the flight tests the air carrier may have a check pilot on board.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2055]

§ 21.31 *Physical examination.* In connection with the original issuance of any air-line transport pilot certificate the physical examination prescribed shall be accomplished by a medical examiner of the Administrator of Civil Aeronautics, duly authorized to so examine such pilots, before any practical or theoretical test or other examination will be given, and shall be completed within the 6 months preceding the date of filing application for such pilot certificate.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052, and Amdt. 21–6, 7 F. R. 3923]

§ 21.32 *Time and place.* All examinations and tests will be held at such times and places as the Administrator may designate.

§ 21.33 *Aircraft used in tests.* The applicant shall furnish a certificated aircraft for any flight test involved. Each such aircraft, used in any test for an air-line transport pilot certificate shall be equipped with dual controls and shall accommodate the applicant and the inspector. Aircraft having only one elevator and aileron control for two seats, or any arrangement whereby all flight and engine controls cannot be handled in a normal or conventional manner from either seat, are not considered as having dual controls for the purpose of flight tests for pilot ratings. Each such aircraft shall have adequate vision for the pilot and check pilot.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052]

§ 21.34 *Aircraft category rating.* For purposes of specifying the category of aircraft which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, aircraft are categoried as follows:

(a) Airplane;
(b) Autogiro;
(c) Glider;
(d) Lighter-than-air aircraft.

[Amdt. 115, 6 F. R. 2872, as amended by Amdt. 21–6, 14 F. R. 2194]

§ 21.35 *Airplane class and type rating*—(a) *Airplane class rating.* For purposes of specifying the class of airplane which the applicant is deemed competent to pilot and for convenience in examining and rating the applicant with respect thereto, airplanes are classed as follows:

(1) Single-engine, land;
(2) Single-engine, sea;
(3) Multiengine, land;
(4) Multiengine, sea;
(5) Unconventional.

(b) *Type rating.* An aircraft type rating shall be issued for each type of aircraft having a maximum certificated take-off weight of over 12,500 lbs.

[Amdt. 115, 6 F. R. 2872, as amended by Amdt. 21–6, 14 F. R. 2194]

§ 21.36 *Inspection.* The applicant for an air-line transport pilot certificate shall offer full cooperation in respect of any inspection or examination which may be made of said applicant upon proper demand by any authorized representative of the Administrator prior or subsequent to the issuance of such certificate.

[CAR, May 31, 1938, as amended by Reg. 601–A–1, 3 F. R. 2052]

§ 21.37 *Standard of performance.* Every practical and theoretical examination and test shall be accomplished to the satisfaction of the Administrator and the minimum passing grade in the subject of examination or test shall be 70 percent. Each flight maneuver will be graded separately. Other examinations will be graded as a whole.

§ 21.38 *Reports.* The person giving any examination or test in behalf of the Administrator will report the result thereof upon an appropriate form to the Administrator and all data collected incident to such examination or test will be considered as of a confidential nature by such person and by all employees of the Civil Aeronautics Authority.

PILOT REGULATIONS

§ 21.40 *Certificated air-line transport pilots*—(a) *Rating limitations.* No certificated air-line transport pilot shall operate any aircraft other than in accordance with the rating limitations set forth in his pilot certificate: *Provided,* That the holder of a valid air-line transport pilot certificate may pilot airplanes:

(1) As a second pilot without an airplane class and horsepower rating for the particular airplane operated;

(2) As a first pilot of a class or within a horsepower range other than that specified in his air-line transport pilot certificate, but he shall not carry any person in such airplanes other than members of the crew thereof, certificated airmen carried in air carrier airplanes in furtherance of their official duties, or a certificated instructor rated for the airplane operated.

(b) *Periodic physical examinations.* A certificated air-line transport pilot shall not pilot an aircraft in operations for which he is required to possess an air-line transport pilot rating unless, within the preceding 6 calendar months, he has met the physical requirements of this part by passing an examination given by an authorized air-line medical examiner of the Administrator.

(c) *Medical certificate.* A medical certificate issued by an authorized air-line medical examiner of the Administrator or other evidence satisfactory to the Administrator that the pilot has met the physical requirements of this part shall

be carried by such pilot while piloting aircraft.

[Amdt. 115, 6 F. R. 2872, Amdt. 21-6, 7 F. R. 3923, and Amdt. 21-4, 12 F. R. 3170]

§ 21.41 *Passenger carrying.* A certificated air-line transport pilot shall not pilot any aircraft carrying any person other than members of the crew thereof, certificated airmen carried in air carrier aircraft in furtherance of their official duties, or a certificated instructor rated for the aircraft operated, unless, within the 90 days immediately preceding, he shall have made at least 3 take-offs, and 3 landings to a full stop, in an aircraft of the same category (§ 21.34) and if an airplane, within the same class (§ 21.35 (a)) as that of the aircraft in which any such person is carried.

[Amdt. 115, 6 F. R. 2872, as amended by Amdt. 21-6, 14 F. R. 2194]

§ 21.42 *Recent experience requirements*—(a) *Passenger flight (day and night).* A certificated airline transport pilot shall not pilot an aircraft carrying any person other than the members of the crew thereof, certificated airmen carried in air carrier aircraft in furtherance of their official duties, or a certificated instructor rated for the aircraft operated, unless within the preceding 3 calendar months he shall have made and logged at least 3 take-offs and landings to a full stop in an aircraft of the same category, class, and type as that of the aircraft in which such person is carried. A certificated airline transport pilot shall not pilot such aircraft between sunset and sunrise unless he has made at least one of the 3 required take-offs and landings between sunset and sunrise.

(b) *Instrument flight.* A certificated airline transport pilot, who within the preceding 6 calendar months has not flown and logged at least 2 hours of flight time solely by reference to instruments under either actual or properly simulated instrument flight conditions, shall not pilot an aircraft under such conditions until he has flown and logged at least 2 hours of such flight time accompanied by a certificated pilot of at least private grade holding an appropriate category, class, and type rating for the aircraft and authorized to operate aircraft under instrument conditions.

[Amdt. 27-7, 7 F. R. 5037, as amended by Amdt. 21-6, 14 F. R. 2194]

§ 21.43 *Instruction.* No person holding a valid air-line transport pilot certificate shall give flying instruction, except as provided for in § 21.22 (c), unless possessed of a valid instructor rating.

[CAR, May 31, 1938, as amended by Reg. 601-A-1, 3 F. R. 2052 and Amdt. 21-9, 7 F. R. 6632]

§ 21.44 *Logbooks.* The following rules will govern pilot logbooks:

(a) *General.* Every certificated air-line transport pilot shall keep an accurate record of his flying time in a logbook in which the entries as to solo flying time have been certified to by him and the entries as to instruction have been certified to by his instructor. Logbooks shall be bound records and the entries shall be accurate, legible, in ink or indelible pencil, and so arranged as to facilitate easy reference thereto.

(b) *Contents.* The logbook shall contain the date of flight, the category, class, and type of aircraft flown, the aircraft certificate number, a statement of pilot in command, dual instruction, instrument and night flight time, the duration of the flight, the points between which such flight was made, and, in addition, when any flight results in serious damage to the aircraft, a notation to this effect. Dual instruction time shall be logged in the same manner and, in addition, the instructor shall make complete entries in the logbook of his student showing the nature of each maneuver in which instruction was given and the time spent thereon. The instructor shall attest each such entry with his initials, pilot certificate number, and pertinent rating. This logbook shall be presented for inspection, upon demand and reasonable notice, to any authorized representative of the Administrator or Board or State or municipal officer enforcing local regulations or laws involving Federal compliance.

(c) *Logging of pilot flight time.* The holder of an airline transport pilot certificate may log the total flight time while acting as pilot in command or co-pilot.

(d) *Logging instrument flight time.* Instrument flight time may be logged as such only when the aircraft is flown solely by reference to instruments either under actual or properly simulated flight conditions. (Over-the-top flying shall not be logged as instrument flight time.)

(e) *Reports.* The holder of an air-line transport pilot certificate shall furnish the authorized air-line medical examiner of the Administrator, at the time of each physical examination to be forwarded by him to the Administrator, a report setting forth the amount and type of his aeronautical experience and such other pertinent data as the Administrator may require since his last preceding report.

[CAR, May 31, 1938, as amended by Amdt. 115, 6 F. R. 2872, Amdt. 21-4, 7 F. R. 740, Amdt. 21-7, 7 F. R. 5038, and Amdt. 21-6, 14 F. R. 2194]

DEFINITIONS

§ 21.50 *Definitions.* As used in this part the words listed below shall be defined as follows:

[Amdt. 21-6, 14 F. R. 2194]

§ 21.51 *Category.* Category shall indicate a classification of aircraft such as airplane, helicopter, glider, etc.

[Amdt. 21-6, 14 F. R. 2194]

§ 21.52 *Class.* Class shall indicate a difference in basic design of aircraft within a category, such as single-engine land, multi-engine sea, etc.

[Amdt. 21-6, 14 F. R. 2194]

§ 21.53 *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 (block to block).

[Amdt. 21-6, 14 F. R. 2194]

§ 21.54 *Maximum certificated take-off weight.* The maximum certificated take-off weight shall mean the maximum take-off weight authorized by the terms of the aircraft airworthiness certificate.

[Amdt. 21-6, 14 F. R. 2194]

§ 21.55 *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.[2]

[Amdt. 21-6, 14 F. R. 2194]

§ 21.56 *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.

[Amdt. 21-6, 14 F. R. 2194]

§ 21.57 *Solo flight time.* Solo flight time shall mean the flight time during which a pilot is the sole occupant of an aircraft.

[Amdt. 21-6, 14 F. R. 2194]

§ 21.58 *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.

[Amdt. 21-6, 14 F. R. 2195]

NOTICE

Advise the Civil Aeronautics Board, Washington 25, D. C., that you have purchased this part of the Civil Air Regulations and that agency will supply you with copies of amendments which have been issued since this printing. Be sure to specify the number of this part, otherwise your request cannot be filled.

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