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

File

Civil Air Regulations Amendment 21-11
Effective: August 27, 1952
Adopted: August 27, 1952

AIRLINE TRANSPORT PILOT CERTIFICATES - DURATION

Prior to May 1, 1949, airline transport pilots were issued horsepower ratings which specified the power range of aircraft for which the holder was rated. Effective May 1, 1949, Part 21 of the Civil Air Regulations was amended to require in lieu of horsepower ratings the issuance of type ratings for each type of civil aircraft having a maximum certificated weight exceeding 12,500 pounds. The amendment also permitted the holder of an airline transport pilot certificate to continue until May 1, 1953, to pilot those aircraft that were covered by his horsepower ratings without holding a type rating. In addition, May 1, 1953, is the designated date upon which the United States is obligated to bring its outstanding pilot certificates into conformity with Annex 1 to the Convention on International Civil Aviation or to place an endorsement upon each certificate specifying wherein the holder has not met the ICAO standards if, in fact, any such standards have not been met. The amendment is designed for two purposes: (1) it provides a means whereby horsepower ratings can be deleted from airline transport pilot ratings, (2) until May 1, 1953, it enables airline transport pilots who hold appropriate horsepower ratings to obtain type ratings for aircraft exceeding 12,500 pounds maximum certificated weight without further demonstration of competency.

This amendment provides that all airline transport pilot certificates having a horsepower rating, that is, all certificates, whether originally issued prior to May 1, 1949, or reissued after that date which have horsepower ratings, shall expire May 1, 1953. However, upon application prior to May 1, 1953, such certificates will be reissued with category, class, and appropriate type ratings for each aircraft, without further demonstration of competency, to applicants who can produce evidence that they either have passed an official rating test in the type aircraft, or have served 10 hours since May 1, 1949, within these ratings as pilot in command and sole manipulator of the controls of the type aircraft. Presently effective certificates having horsepower ratings will not be valid after May 1, 1953.

It is desired that each pilot affected by this amendment make application for the exchange of his certificate as soon as possible, because it is anticipated that the Civil Aeronautics Administration will require the better part of 9 months in order to effect the reissuance of all affected certificates.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented. Since this amendment imposes no additional burden on any person, it may be made effective without prior notice.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 21 of the Civil Air Regulations (14 CFR, Part 21, as amended) effective immediately.

By adding a new paragraph (e) to § 21.24 to read as follows:

21.24 Duration. * * *

(e) All airline transport pilot certificates showing horsepower ratings shall expire May 1, 1953. Upon application to the Administrator prior to May 1, 1953, such valid certificates may be exchanged, without further showing of competency, for new certificates with ratings coinciding with those held; except that in lieu of horsepower ratings, type ratings for aircraft exceeding 12,500 pounds maximum certificated weight shall be issued upon presentation of reliable evidence that the certificate holder either has passed an official rating test, as prescribed by the Administrator, in that type aircraft; or has served as pilot in command and sole manipulator of the controls of that type aircraft for at least 10 hours since May 1, 1949, and such aircraft was within his category, class, and horsepower ratings.

(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; 62 Stat. 1216)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)

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