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

Civil Air Regulations Amendment 21-13
Effective: February 20, 1953
Adopted: February 20, 1953

ADDITIONAL PROVISIONS FOR CONVERTING HORSEPOWER RATINGS TO TYPE RATINGS ON AIRLINE TRANSPORT PILOT CERTIFICATES WHICH EXPIRE MAY 1, 1953

On August 27, 1952, the Board adopted a new paragraph (e) to section 21.24 of Part 21 of the Civil Air Regulations providing that all airline transport pilot certificates showing horsepower ratings would expire on May 1, 1953. This provision, however, provided that such valid certificates could be exchanged for new certificates with type ratings in lieu of the present horsepower ratings. This exchange would be permitted without a further showing of competency in those instances where the applicant either had passed an official rating test as prescribed by the Administrator in that type aircraft, or had served as pilot in command of that type aircraft for at least 10 hours since May 1, 1949.

In the administration of this provision, difficulty has been encountered in those instances where applicants are presently employed as copilots in air carrier operation and hold airline transport pilot certificates with appropriate horsepower ratings. Although such applicants have received the required training and checkouts and in many cases the same 6-month check and training as given to pilots in command, their accumulated flying time or any portion thereof cannot be credited as pilot-in-command time and, as a result, they are unable to meet the 10-hour pilot-in-command time requirement for type ratings.

The Board has considered this problem and is of the opinion that for the purpose of converting horsepower ratings to type ratings in connection with the exchange of airline transport pilot certificates, the accomplishment of an appropriate pilot training program acceptable to the Administrator provides an equivalent level of safety to that provided by either the pilot-in-command or the official rating test provisions.

This amendment provides that in addition to those instances presently provided for in paragraph 21.24 (e), the Administrator shall exchange present airline transport pilot certificates with horsepower ratings for new certificates with type ratings in those instances where the certificate holder presents reliable evidence showing that he has successfully accomplished, in that type aircraft, a pilot ground and flight training program acceptable to the Administrator.

The time remaining prior to the May 1, 1953, deadline for the exchange of certificates is relatively short. In order that this amendment effectively

provide a remedy to the problem presently adversely affecting the administration of the exchange of airline transport pilot certificates, it is necessary that it become effective as soon as possible. For the foregoing reasons the Board finds that notice and public procedure hereon are impracticable and contrary to the public interest, and that good cause exists for making this amendment effective on less than 30 days' 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 amending paragraph (e) of § 21.24 to read as follows:

21.24 Duration. * * *

(e) All airline transport pilot certificates showing horsepower ratings shall expire May 1, 1952. Upon application to the Administrator prior to May 1, 1952, 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 lbs. maximum certificated weight shall be issued upon presentation of reliable evidence that the certificate holder has:

(1) passed an official rating test, as prescribed by the Administrator, in that type aircraft; or

(2) successfully accomplished, in that type aircraft, a pilot ground and flight training program acceptable to the Administrator; or

(3) 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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