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CIVIL AERONAUTICS BOARD
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SPECIAL CIVIL AIR REGULATION

LIMITED FLIGHT NAVIGATOR CERTIFICATES

In a series of Special Civil Air Regulations commencing on July 20, 1950, the Board made provision for the issuance of limited flight navigator certificates of short duration which enabled military contract carriers to obtain the services of certain individuals who were not currently certificated navigators, but who had previously served in the capacity of flight navigators as members of the armed forces of the United States, as employees of United States air carriers, or as employees of persons engaged in the conduct of military contract operations. In effect, these regulations permitted qualified applicants to obtain limited flight navigator certificates, for use on military contract flights only, without fully complying with the requirements of Part 34 of the Civil Air Regulations (Flight Navigator Certificates), upon demonstration to the Administrator that they could actually meet the basic skill, knowledge, and experience requirements of that part. These limited certificates were effective for only three months and were not renewable; however, the holders of such certificates were eligible to be issued flight navigator certificates if they successfully accomplished the written examination prescribed in Part 34.

The availability of these certificates materially aided the carriers in carrying out their military contract operations in connection with the Korean hostilities. However, the records of the Administrator show that up to March 31, 1951, (the expiration date of the last special regulation of this series, SR-359), of the 113 applicants who had been issued limited flight navigator certificates, only 39 had obtained flight navigator certificates, and no backlog of applications for the limited certificates existed.

An examination of the problems involved in the training and certificating of navigators reveals that the flight test required for certification is the critical factor, because it is so costly as to effectively dissuade former flight navigators, who do not at present hold certificates, from making an effort to obtain them. In addition, the same cost element deters interested individuals, without previous navigation experience,

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from enrolling in navigation ground training courses. This aspect of the problem becomes more significant when considered together with the fact that the current and anticipated opportunities for flight navigators are relatively limited.

Although during the last few months contract airlift operations have stabilized at a level considerably lower than the previous peak and no shortage of navigators currently exists, the Department of Defense and the Defense Air Transportation Administration have emphasized that in the event of a national emergency a serious shortage of qualified navigators would occur. It is believed highly desirable that a government-sponsored program be established to overcome obstacles presently retarding the certification of navigators and to encourage interested persons to attempt to qualify as navigators. Such a program will aid in the creation of a pool of trained navigators sufficient to meet the possible demand during a national emergency. In order to achieve this objective, it is necessary that the Civil Air Regulations permit individuals with no previous navigation experience and ex-military personnel with navigation training to obtain sufficient training and experience to perform the duties of flight navigators on military contract operations.

A study of the problems associated with the certification of flight navigators was initiated by the Board, and a proposed Special Civil Air Regulation was published in the Federal Register on May 29, 1952, as a notice of proposed rule making and circulated as Draft Release No. 52-18. As a result of comments received in response to the proposed regulation, conferences were held with interested persons and additional study and discussion of these problems accomplished.

The regulation herein adopted will permit persons without previous flight experience to obtain a limited flight navigator certificate and then to obtain flight training and experience under the supervision of qualified navigators. Ex-military personnel with recent navigation training will be given credit for their training toward the obtainment of limited navigation certificates and their utilization in military contract operations, if they make application within 12 months subsequent to discharge or release from the armed forces.

In order to assure that limited flight navigators maintain a satisfactory level of proficiency, the recent experience and requalification requirements contained in the regulations differ in some respects from those contained in Part 34. In order for the limited navigator to originally qualify to act as navigator in military contract operations, he not only must have 50 hours of flight experience in the preceding 12 months but also have his certificate endorsed by an authorized representative of the Administrator to the effect that he has satisfactorily passed a flight check on his overall ability to perform his

duties as navigator in the operations contemplated. Thereafter, the limited navigator must continue to obtain at least 50 hours of flight experience during any 12-month period. Upon failure of the limited navigator to obtain 50 hours of flight experience during any 12-month period, he has a 12-month grace period during which he may requalify by meeting the recent flight requirements for original qualification. Upon failure to requalify during this grace period, the limited flight navigator must then meet all of the requirements for original issuance and use of the limited flight navigator certificate.

In order to encourage limited flight navigators to obtain flight navigator certificates under Part 5[illegible] of the Civil Air Regulations, provision is made herein for the issuance of such certificates if the limited flight navigator can meet the experience and skill requirements of that part.

Full realization of the benefits which may accrue from this regulation will be possible only if adequate training facilities are assured and the existence of such facilities is widely publicized.

As this regulation is designed primarily to assist civil operators in the accomplishment of military assignments, and has no direct civil application, it is being issued in the form of a special regulation rather than incorporated in a permanent part.

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.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation, effective November 28, 1952:

LIMITED FLIGHT NAVIGATOR CERTIFICATES

REQUIREMENTS FOR CERTIFICATE

1. Issuance. A limited flight navigator certificate will be issued to an applicant who meets the following requirements.

2. Age. Applicant shall be at least 21 years of age.

3. Citizenship. Applicant shall be a citizen of the United States.

4. Education. Applicant shall be able to read, write, speak, and understand the English language.

5. Physical standards. Applicant shall meet the physical standards of the second class as prescribed in Part 29 of the Civil Air Regulations:

Provided, That an applicant who is unable to distinguish aviation signal red, aviation signal green, and white shall be issued an airman certificate appropriately endorsed to prohibit the holder thereof from exercising the privileges of such certificate except under such conditions, or with the use of such equipment, which would not require the ability to distinguish such aviation signal colors.

6. Knowledge. Applicant shall pass a written examination on the following subjects:

(a) Those provisions contained in the Civil Air Regulations which are pertinent to the duties of a navigator in the navigation of aircraft;

(b) The fundamentals of flight navigation, including flight planning and cruise control;

(c) Practical meteorology, including the analysis of weather maps, weather reports, and weather forecasts; weather sequence abbreviations, symbols, and nomenclature;

(d) Types of air navigation facilities and procedures in general use;

(e) The calibration and use of instruments used in air navigation;

(f) Navigation by dead reckoning;

(g) Navigation by celestial means;

(h) Navigation by means of radio aids;

(i) Pilotage and map reading;

(j) Interpretation of navigational aid identification signals.

CERTIFICATION RULES

7. Application. Application shall be made on a form and in the manner prescribed by the Administrator.

8. Military Competence. An applicant for a limited flight navigator certificate shall be deemed to have met the knowledge requirements of section 6 and the practical flight training requirements of section 13 of this regulation, if he presents reliable documentary evidence showing that, within twelve months preceding the date of application, he had been honorably discharged or released from the armed forces of the United States and had been either on flying status as a rated navigator for six consecutive months preceding such discharge or release, or graduated from and rated as a navigator by a military navigational flying training school within six months preceding such discharge or

release.

9. Certificate. No individual shall serve in the flight crew as a lirited flight navigator unless he has in his personal possession while so serving a limited flight navigator certificate issued by the Administrator.

10. Re-examination after failure. An applicant who has failed any prescribed written or practical examination or test may not apply for re-examination within a 30-day period unless he presents a statement, signed by a certificated flight navigator, a certificated ground instructor, or an equally qualified individual acceptable to the Administrator, which attests that the applicant has received an additional five hours of instruction in each of the subjects failed and that the applicant is considered competent for re-examination.

11. Medical certificate and renewal. No individual shall exercise the privileges of a limited flight navigater certificate unless he has in his personal possession while so serving a medical certificate or other evidence satisfactory to the Administrator showing that he has met the physical requirements appropriate to his certificate within the preceding 12 calendar months.

12. Certificate display. A limited flight navigator shall, upon request, present his airman and medical certificates for examination by any representative of the Civil Aeronautics Board or Administrator or by any State or local law enforcement officer.

13. Operation during physical deficiency. No limited flight navigator shall exercise the privileges of his airman certificate during any period of known physical deficiency or increase in physical deficiency which would render him unable to meet the physical requirements prescribed for the issuance of his currently effective medical certificate.

14. Change of address. Within 30 days after any change in the permanent mailing address of a holder of a limited flight navigator certificate, the holder shall notify the Administrator in writing of such change. Such notice shall be mailed to the Administrator of Civil Aeronautics, attention Airman Records Branch, Washington 25, D. C.

15. Duration. A limited flight navigator certificate shall remain in effect until the termination date of this regulation, unless sooner surrendered, suspended, revoked, or otherwise terminated by order of the Board. After revocation or termination, and upon request after suspension, the certificate shall be returned to the Administrator.

16. Identification. The holder of a certificate issued under the provisions of this regulation shall not, except while engaged in operations conducted by a scheduled air carrier, exercise the privileges conferred by the certificate unless he has in his personal possession a current airman identification card or other identification card acceptable to the Administrator, which duly describes him. The airman identification card may be obtained from the Administrator who shall prescribe its form and the manner of applying for it.

PRIVILEGES AND LIMITATIONS

17. Practical flight training. The holder of a limited flight navigator certificate is authorized to utilize his certificate to engage in practical training under the direct supervision of either a fully certificated flight navigator or an equally qualified individual of the armed forces acceptable to the Administrator. Such practical training shall be in scheduled or irregular air carrier operations (including military contract operations), scheduled Military Air Transport Service Operations over routes or route segments on which a flight navigator is a required crew member, or military navigational training flights.

18. Military contract operations. The holder of a limited flight navigator certificate who has completed 100 hours of practical flight training (as authorized by section 17) may utilize his certificate to act as flight navigator in military contract operations only: Provided, That he has met and maintains the recent flight experience requirements of this regulation.

19. Recent flight experience requirements. No limited flight navigator shall perform, or be assigned to perform, flight navigator duties in military contract operations unless

(a) Within the preceding 12 months he has had at least 50 hours of satisfactory flight experience as a flight navigator or practical flight training as such: and

(b) His certificate has been endorsed by an authorized representative of the Administrator indicating that either a fully certificated flight navigator designated by the Administrator, or an equally qualified individual of the armed forces acceptable to the Administrator, has checked the limited flight navigator during a flight of at least four hours' duration and has determined that he is (1) familiar with all current navigational information pertaining to the operations of the air carrier, or the Military Air Transport, Service, and (2) competent to perform the duties of a limited flight navigator with respect to the operating procedures and navigational equipment to be used.

20. Requalification.

(a) A limited flight navigator having once met the recent flight experience requirements of this regulation, but who fails to maintain the requirements contained in section 19 (a), may within the succeeding 12-month period requalify for military contract operations by meeting the requirements contained in section 19 (a) and (b).

(b) A limited flight navigator who fails to requalify in accordance with paragraph (a) of this section will be required to meet all of the requirements for the original issuance and use of the limited flight navigator certificate.

FLIGHT NAVIGATOR CERTIFICATE

21. Issuance to limited flight navigator. The holder of a limited flight navigator certificate who desires to obtain a flight navigator certificate under Part 34 of the Civil Air Regulations shall, upon application therefor and satisfactory demonstration to the Administrator that he has complied with the provisions of sections 34.6 and 34.8 of Part 34, be issued a certificate under Part 34.

This regulation shall terminate November 28, 1955, unless sooner superseded or rescinded by the Board.

(Sec. 205 (a), 52 Stat. 984; 49 U.S.C. 425 (a). Interpret or apply secs. 601, 602, 604, 52 Stat. 1007, 1008, 1010; 49 U.S.C. 551, 552, 554; 62 Stat. 1216)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan
Secretary

(SEAL)