MAY 9 1962

U. S. Department of Commerce — Civil Aeronautics Administration

Civil Aeronautics Manuals and supplements thereto are issued by the Office of Aviation Safety, Civil Aeronautics Administration, for the guidance of the public and are published in the Federal Register and the Code of Federal Regulations.

Supplement No. 2 — July 20, 1949

CAA Library

SUBJECT: 50.11 Flying School Requirements

The Office of Aviation Safety announces the attached new policy concerning the aircraft requirements which must be met by an applicant for an approved airman agency commercial flying school to satisfy section 50.11 of the Civil Air Regulations. This policy concerns all those applicants and operators utilizing airplanes for this type of training.

These requirements supersede those outlined in Civil Aeronautics Manual 50, revised May 15, 1946, and Safety Regulation Release No. 238, as contained on page 11, section IIC, paragraph 2b.

NOV 8 1962

50.11-2 Aircraft Requirements for Approved Airman Agency Commercial Flying Schools

Attached hereto is a supplement to Civil Aeronautics Manual 50 headed "Aircraft Requirements for Approved Airman Agency Commercial Flying Schools." This supplement should be retained as the second of a series that will be issued explaining or implementing Civil Air Regulation 50.

E. S. Hensley
Director, Office of
Aviation Safety

Attachment

Distribution: Air 9, 14, 40 all tabs,
40-F-1

1/2 93

50.11-2 AIRCRAFT REQUIREMENTS FOR APPROVED AIRMAN AGENCY COMMERCIAL FLYING SCHOOLS (CAA policies which apply to section 50.11(d))

(a) GENERAL. The policies set forth herein will be applied by the Civil Aeronautics Administration to govern the kinds of training airplanes used by commercial flying schools to satisfy section 50.11(d) of the Civil Air Regulations. This change in policy is believed necessary because of changes in design and flight characteristics on present production airplanes, which have obsoleted the present wing loading, horsepower loading, and minimum horsepower requirements previously necessary to assure that a commercial pilot trainee becomes familiar with the operation of airplanes possessing varying flight characteristics.

Today's design trend of personal aircraft narrows the area of flight characteristic change between single-engine airplanes of different horsepower and gross weight configuration.

This policy is also a further step in delegating the responsibility for correct pilot training to the operators of approved airman agency flying schools.

(b) FLIGHT EQUIPMENT FOR COMMERCIAL FLYING SCHOOL RATING.

(1) An applicant for a commercial flying school rating must possess flight equipment sufficient to provide training in aircraft of over 50 horsepower with both tandem and side-by-side seating arrangements. The aircraft required may be owned or registered in the name of the applicant or under lease, the terms of which shall be satisfactory to the Administrator.

(2) At least one of the airplanes provided for instruction must be equipped with wing flaps, two-way radio, controllable propeller, and a manifold pressure gauge.

(3) At least one airplane must be provided which is properly equipped for visual night flying as set forth in Part 43 of the Civil Air Regulations.

(4) An applicant desiring to utilize only helicopters in commercial pilot training must provide a helicopter equipped for night flying as set forth in Part 43 of the Civil Air Regulations.