FS-47

Federal Aviation Agency
Washington, D.C.

Civil Aeronautics Manual 50

Air Agency Certificates

Supplement No. 1, CAM 50 dated August 1959 — August 1, 1960

SUBJECT: Revisions to CAM 50.

This supplement is issued to incorporate into CAM 50 Civil Air Regulations Amendment 50–2 and changes in manual material relating to flying schools. In addition, two editorial corrections have been made in section 50.13–1(a) (2) and (3). The reference to Part 62 of the Civil Air Regulations has been changed to refer to the Civil Aeronautics Board's regulation covering the notification and reporting of aircraft accidents and overdue aircraft, and a typographical error in the number of hours required ground instruction time has been corrected.

New or revised material is enclosed in black brackets on the pages submitted with this supplement.

Remove the following pages:	*Insert the following new pages:*
III and IV	III and IV
5 through 15	5 through 16–1

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ATTACHMENTS.

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be equipped with the minimum instrumentation and radio equipment required by section 43.30 (c) of this subchapter.

(c) Each training aircraft must have in the aircraft, available to the pilot trainee, an appropriate pilot's training checklist which contains essential operational data concerning prestarting procedure; warmup procedure; pretakeoff procedure; cruising flight procedure; prelanding procedure; shutting down procedure; and emergency procedure for critical flight situations involving aircraft/engine troubles; flight configurations and operational speeds for severe turbulence; and single-engine operation where appropriate.

(d) An approved air agency with commercial rating and/or instrument rating must have available a simulated flight training device acceptable to the Administrator, or must give all required instrument flight training in aircraft.

(Published in 20 F. R. 4766, July 5, 1955, effective Aug. 15, 1955; amended effective July 15, 1957.)

50.12–4 *Maintenance and repair facilities (FAA interpretations which apply to sec. 50.12 (d)).* Applicants must provide by ownership, rental, lease, or other arrangement the facilities necessary to assure that the minimum flight equipment required by section 50.12 can be maintained in a continuous condition of airworthiness. [Deletion]

(Published in 19 F. R. 2443, Apr. 27, 1954, effective July 1, 1954; amended in 25 F.R. 4344, May 17, 1960, effective May 17, 1960.)

50.12–5 *Chief flight instructors (FAA policies which apply to sec. 50.12 (f)).*

(a) Each flight course given by a certificated flying school should be conducted under the direct supervision of a chief flight instructor. The chief flight instructor will be designated by the agency. He should possess a good record as a pilot and flight instructor, and the following appropriate qualifications:

(1) *Primary Flying School.*

(i) Age—24.

(ii) Two years' experience as an active certificated flight instructor immediately preceding the date of his designation as chief flight instructor; 500 hours as a certificated primary flight instructor, including 50 in the past year.

(iii) 1,000 hours as pilot-in-command.

(2) *Commercial Flying School.*

(i) Age—24.

(ii) Three years' experience as an active certificated flight instructor immediately preceding the date of his designation as chief instructor; 1,000 hours as a certificated flight instructor, including 100 in the past year.

(iii) Instrument rating. However, a chief flight instructor who does not hold an instrument rating but meets all other requirements may designate a certificated instrument flight instructor employed by the agency to supervise the required instrument instruction and conduct instrument proficiency checks. (This provision will be withdrawn when it is apparent that qualified chief pilots with instrument ratings are available to flying schools.)

(iv) 2,000 hours as pilot-in-command.

(3) *Instrument Flying School.*

(i) Age—24.

(ii) Two years' experience as a certificated instrument flight instructor (a rated flight instructor with an instrument rating prior to Mar. 1, 1957) immediately preceding his designation as chief instructor; 100 hours of instrument flight under actual or simulated instrument flight conditions, and 250 hours as instrument flight instructor.

(iii) 1,000 hours as pilot-in-command.

(4) *Flight Instructor Flying School.* Same as for a commercial flying school, except that an instrument rating is not required.

(b) The agency should assign to the chief instructor, and the chief instructor should accept in writing, or by endorsement on a copy of the assignment, the following responsibilities and duties:[4]

(1) Certification of all training reports, graduation certificates, and official recommendations of the flying school.

(2) Maintenance of adequate instructional standards.

(3) Effective scheduling of aircraft, instructors, and students.

(4) Maintenance of student progress and accomplishment records.

[4] A chief instructor may serve as chief instructor for any number of flight courses, provided he meets the requirements for each.

(5) Conduct of instructor competence and standardization checks.

(6) Conduct of student proficiency stage checks.

(7) Maintenance of liaison with the FAA in the application of techniques, procedures, and standards by the school.

(c) The local General Safety District Office is to be notified in writing of any change in the designation of a chief flight instructor.

(Published in 20 F. R. 4767, July 6, 1955, effective Aug. 15, 1955; amended in 22 F. R. 3006, Apr. 27, 1957, effective May 15, 1957.)

50.13 *Flying school curriculum.* A curriculum approved by the Administrator for at least one of the following:

(a) *Primary flying school.*

(1) Airplanes—35 hours of flight time, or 30 hours of flight time and such additional specialized instruction as is acceptable to the Administrator.

(2) Helicopters—35 hours of flight time.

(3) Gliders—8 hours of flight time.

(b) *Commercial flying school.*

(1) Airplanes—160 hours of flight time.

(2) Helicopters—160 hours of flight time.

(3) Gliders—20 hours of flight time.

(c) *Instrument flying school.* 30 hours of instrument flying instruction of which at least 20 hours shall be in actual flight; and 30 hours of ground instruction in the subjects of Civil Air Regulations (the regulations in this subchapter), navigation, meteorology, and radio orientation and procedure, as applied to instrument flying.

(d) *Flight instructor school.* 25 hours of flying devoted exclusively to the science of flight instruction and 40 hours of theoretical instruction in subjects covering the fundamentals of giving flight instruction and the analysis and performance of flight technique.

50.13–1 *Flying school curriculum—airplanes (FAA policies which apply to sec. 50.13).* The Administrator will approve a course which includes the following:

(a) *Primary flying school curriculum.*

The required 35 hours of flight time will include the training phases listed below and a demonstration of student performance and knowledge.[5] Student progress checks may apply toward the course time.

(1) PHASE I—*Basic Flying.*

(i) *Airplane equipment familiarization.*

Use of cockpit controls.
Fuel system operation, octane required.
Fire extinguisher, first aid kit, etc.

(ii) *Preflight preparatory procedures.*

Use of checklist.
Safety principles for engine.
Hand signals for ground operations.
Equipment checks.
Local taxiing and traffic rules.

(iii) *Taxiing and parking.*

Principles of and safety practices in taxiing and parking, including engine operation and speed control under typical wind and surface conditions.

Taxiing and parking operations, including airplane response to engine and flight controls under typical wind and surface conditions.

(If seaplane training.) Principles, procedures and operations on water bodies (calm and choppy), involving taxiing, sailing, beaching, docking, and mooring.

(iv) *Takeoffs and landings.*

Principles and procedures for obtaining ground path control; takeoff and climb-outs at the best angle of climb speed, approaches at recommended speed, and flared landings, transition to touchdown without gear side loads.

Operations on hard surfaced runways.
Operations on sod surfaced areas.
Operations at controlled airports.
Operations at uncontrolled airports.
Operations in heavy local traffic.
Operations in crosswinds.
Operations in gusty winds.

Landings using power-on approaches and slips.

(If seaplane training.) Principles, procedures and operations involving takeoffs and landings.

(v) *Straight and level flight.*

[5] See appendix D for training procedures and performance standards.

Principles for attitude maintenance in gusty air, momentary deviations, etc.

Maintenance of airplane attitude by visual reference (wing tips to horizon, etc.).

Maintenance of flight path over ground.

(vi) *Turns.*

Flight control functions.

Principles in overbanking tendencies.

Principles for obtaining and maintaining a desired bank (ref. to wing tips), and a desired altitude (angle of attack, power, etc.).

Transitions to and maintenance of desired banks and altitudes.

(vii) *Climbs and glides.*

Principles of attaining and maintaining a normal angle in climbs and descents.

10°–30° banked turns.

30°–60° banked turns.

Spirals with bank at least 45°, through 720°–1080°.

(viii) *Stalls.*

Principles for detection of incipient stalls and effecting recovery to straight and level flight with minimum loss of altitude.

Stalls and recoveries from takeoff and departure configurations.

Stalls and recoveries from approach and landing configurations.

Stalls and recoveries from accelerated maneuvering.

Fully developed stalls and recoveries, including correct power usage to level flight.

(ix) *Flight at minimum controllable airspeed (slow flight).*

Principles for establishing and maintaining slow flight.

Stabilized slow flight in turns at constant altitude.

Stabilized slow flight in turning climbs and descents.

Effects of power usage during slow flight.

[(x) *Integrated instrument instruction.* Dual instruction in attitude control of airplanes solely by reference to instruments, integrated with the primary dual instruction prescribed in subdivisions (v), (vi), (vii), (viii), and (ix) of this subparagraph: *Provided*, That the provisions of this subdivision do not apply to those students who are exempted therefrom by Special Civil Air Regulation SR–439, which terminates May 15, 1960.]

(2) PHASE II—*Navigational and Critical Situations.*

(i) *Pattern and track flying.*

Principles for establishing and maintaining a track over the ground.

Constant radius turns about a point.

"8's" around pylons.

"S" turns across a road.

Making good a desired track for a prolonged period (traffic patterns, rectangular areas, etc.).

(ii) *Emergencies and critical situations.*

Principles and safe flying practices involved, when encountering items below:

Being lost.

Low on fuel.

Turbulent air.

Adverse flight visibility conditions.

Radio station shutdowns.

Motor trouble.

Loss of performance due to high altitudes, high temperatures, downdrafts in mountainous terrain.

Instrument / communication / navigational equipment trouble.

Icing conditions (carburetor, wings, propeller).

(iii) *Small, soft and high altitude/temperature field operations.*

Principles and safe flying practices for effecting takeoffs and landings, climbout and approach flight plans.

Takeoffs and landings at small fields (includes operation over obstacles).

Takeoffs and landings on soft surfaces.

Takeoffs and landings under conditions of high density/operational altitudes.

(iv) *Cross-country flying (5 hours solo minimum).*

Principles and safe flying practices for preflight preparations, operations within airplane's operational limitations, use of FAA facilities, and compliance with Parts 43 and 60 of this subchapter, [and Part 320, "Notification and Reporting of Aircraft Accidents and

Overdue Aircraft," issued by the Civil Aeronautics Board, and which is on sale at the Government Printing Office for 5 cents.]

Loading of airplane.

Weather information.

Facilities to be used.

Operations to strange airports of varying size, altitudes, traffic conditions, etc.

(v) *Radio.*

Airport traffic control procedures.

Preparing, filing and closing flight plans.

Use of radio aids to navigation.

(3) *Minimum total course times.*

(i) *Flight time*---------- 35 hours

(ii) *Ground instruction time*----- [8] hours, 45 minutes.

(4) *Progress checks.* (Ref. sec. 50.12-5 of this part.)

(i) *Solo.*

(ii) *Basic flying phase.*

(iii) *Navigational and critical situations phase.*

(iv) *Final (for FAA certificate).*

(b) *Commercial flying school curriculum.*

The required 160 hours of flight time will include at least 100 hours of solo flight, of which 20 will be solo cross-country. The curriculum will include at least the training phases and maneuvers listed below, and a demonstration of student proficiency and knowledge.[6] Student progress checks may apply toward the course time.

(1) PHASE I—*Basic Flying.*

(i) *Aircraft equipment familiarization and procedures for control and use.*

Principles and procedures for control and use of flight force(s) effects on wing/tail surface, flight controls and for control and use of power effects through mixture, carburetor heat, etc.

Use of cockpit controls.

Fuel system operation, octane required.

Fire extinguisher, first aid kit, etc.

(ii) *Preflight preparatory procedures.*

Principles involved in each preparatory procedure.

Use of checklist.

Safety principles for engine.

Hand signals for ground operations.

Equipment checks.

Local taxiing and traffic rules.

(iii) *Taxiing and parking.*

Principles and safety practices in taxiing and parking, including engine operation and speed control under typical wind and surface conditions.

Taxiing and parking operations, including airplane response to engine and flight controls under typical wind and surface conditions.

(If seaplane training.) Principles, procedures and operations on water bodies (calm and choppy), involving taxiing; sailing; beaching; docking; and mooring.

(If seaplane training.) Principles, procedures and operations on water subject to tidal or current action involving sailing and beaching; docking; and mooring.

(iv) *Takeoffs and landings.*

Principles and procedures for obtaining ground path control; takeoff and climb-outs at the best angle of climb speed, approaches at recommended speed, and flared landings, transition to touchdown without gear side loads.

Operations on hard surfaced runways.

Operations on sod surfaced areas.

Operations at controlled airports.

Operations at uncontrolled airports.

Operations in heavy local traffic.

Operations in crosswinds.

Operations in gusty winds.

Landings using power-on approaches and slips.

(If seaplane training.) Principles and procedures and operations involving takeoffs and landings.

(If seaplane training.) Operations from water affected by tide and current.

(v) *Straight and level flight.*

Principles for attitude maintenance in gusty air, momentary deviations, etc.

Maintenance of airplane attitude by visual reference (wing tips to horizon, etc.).

Maintenance of flight path over ground.

(vi) *Turns.*

Principles of and familiarization with aerodynamic forces involved and available for

[6] See appendix D for training procedures and performance standards

turning purposes under full load and varying power conditions.

Flight control functions.

Principles in overbanking tendencies.

Principles for establishing and maintaining a desired bank (ref. to wing tips), and a desired altitude (angle of attack, power, etc.).

Transitions to and maintenance of desired banks and altitudes.

(vii) *Climbs and glides.*

Principles of establishing and maintaining a normal angle in climbs and descents.

10°–30° banked turns.

30°–60° banked turns.

Spirals with bank at least 45°, through 720°–1080°.

Use of power and speed control to maintain preassigned rates of descent and ascent.

(viii) *Stalls.*

Principles for detection of incipient stalls and effecting recovery to straight and level flight with minimum loss of altitude.

Stalls and recoveries from takeoff and departure configurations.

Stalls and recoveries from approach and landing configurations.

Stalls and recoveries from accelerated maneuvering.

Fully developed stalls and recoveries, including correct power usage, to level flight.

(ix) *Flight at minimum controllable airspeed (slow flight).*

Principles for establishing and maintaining slow flight.

Stabilized slow flight in turns at constant altitude.

Stabilized slow flight in turning climbs and descents.

Effects of power usage during slow flight.

(2) PHASE II—*Navigational and Critical Situations.*

(i) *Pattern and track flying.*

Principles for establishing and maintaining a track over the ground.

Constant radius turns about a point.

"8's" around pylons.

"S" turns across a road.

Making good a desired track for a prolonged period (traffic patterns, rectangular areas, etc.).

(ii) *Emergencies and critical situations.*

Principles and safe flying practices involved, when encountering items below:

Being lost.

Low on fuel.

Turbulent air.

Adverse flight visibility conditions.

Radio station shutdowns.

Motor trouble.

Loss of performance due to high altitudes, high temperatures, downdrafts in mountainous terrain.

Instrument / communication / navigational equipment trouble.

Icing conditions (carburetor, wings, propeller).

Principles and procedures for determining and executing a course of action for forced landings that, if carried through, would most likely result in a safe landing with minimum, if any, damage to the airplane or injury to occupants.

(iii) *Small, soft and high altitude/temperature field operations.*

Principles and safe flying practices for effecting takeoffs and landings, climbout and approach flight plans.

Takeoffs and landings at small fields (includes operation over obstacles).

Takeoffs and landings on soft surfaces.

Takeoffs and landings under conditions of high density/operational altitudes.

(iv) *Cross-country flying and radio navigation (20 hours).*

Principles and safe flying practices for preflight preparations, operations within airplane's operational limitations, use of FAA facilities and compliance with CAR 43, CAR 60, and Part 320, "Notification and Reporting of Aircraft Accidents and Overdue Aircraft," issued by the Civil Aeronautics Board, and which is on sale at the Government Printing Office for 5 cents.

Loading of airplane.

Weather information.

Facilities to be used.

Operations to strange airports of varying size, altitudes, traffic conditions, 350 miles distant, etc.

Operations to airports in which flight plans are filed, followed, and closed, one or more radio aids to navigation are used; and dead reckoning navigation employed. Procedures for operations in Air Defense Identification Zones.

(v) *Basic instrument flying (minimum 10 hours, 5 hours instrument instruction).*

[The specified 10 hours of instrument training shall be given in an airplane in flight. At least 5 hours shall be given by a rated instrument flight instructor; the remaining 5 hours may be given by the holder of a flight instructor certificate with an airplane rating: *Provided*, That the provisions of this paragraph do not apply to those students who are exempted therefrom by Special Civil Air Regulation, SR–439, which terminates May 15, 1960.]

Principles and procedures for maintaining and controlling airplane flight attitudes and speeds, solely by reference to instruments, and maintaining flight within airplane's operational limitations.

Operations using a gyroscopically operated bank and direction indicator, a gyroscopically operated rate of turn indicator, a gyroscopically operated pitch indicator, a sensitive altimeter, and a sweep second clock.

Principles and procedures for coping with turbulent air conditions, including recommended airspeed, airplane configuration and power settings.

Operations (solely by reference to instruments) in turbulent air.

(vi) *Night flying (minimum 5 hours) (10 takeoffs and landings).*

Principles and procedures for conduct of night flights from takeoff to destination and landing, including procedures for coping with critical and including emergency situations.

Operations at night (during the period from one hour after sunset to one hour before sunrise) must include at least 10 takeoffs and landings to complete stops with student as pilot-in-command and sole manipulator of the controls.

(vii) *Transition to and operation of representative current type transportational airplanes (5 hours solo minimum).*

Principles and procedures to be followed in making a transition from a familiar type airplane to one with significantly different flight performance and operating characteristics. Includes determination of the correct fuel consumption and use of fuel system tanks, selector(s) and indicator(s), use of flaps for takeoff and landing under various configurations and conditions of loading, loading to be within c. g. limits, operational recommended speeds and limitations for the engine and airplane, procedures for use of communication, navigation and flight instrumentation equipment, and procedures to be used under the emergency situations, and for normal gear extension (if applicable).

Operation of different type transportational airplane at gross weight, which will include preflight procedures, takeoffs and departures, inflight maneuvers at minimum controllable airspeed, the design maximum structural cruising speed, best angle and rate of climb airspeed(s) and configuration(s); approaches and landings using recommended approach speed and configuration, and post-flight procedures.

(3) *Minimum total course times.*

(i) *Flying time*_____ 160 hours.
Solo flight_____ 100 hours.
Cross-country solo_____ 20 hours.
(ii) *Ground instruction*____ 40 hours.

(4) *Progress checks.* (Ref. sec. 50.12–5 of this part.)

(i) *Solo.*

(ii) *Basic flying phase.*

(iii) *Navigation and critical situations phase.*

VFR operations.
Basic instrument flying.
Night flying.

(iv) *Final (for FAA certificate).*

(c) *Instrument flying school curriculum.*

The curriculum will include the training phases and maneuvers listed below, and a demonstration of student proficiency and

knowledge.[7] Student progress checks may apply toward the course time.

(1) PHASE I—*Basic Instrument Flying.*

(i) *Straight and level flight.*

Principles, procedures and operating limitations for all flight instruments for control of attitude, altitude, direction and speed.

Smooth air operation at cruising speed.

Turbulent air operation at recommended rough air speed.

(ii) *Turns.*

Principles, procedures and operating limitations for control of rate of turn to predetermined headings (including timed turns).

Smooth air operation at cruising speed.

Turbulent air operation at recommended rough air speed.

(iii) *Climbs, descents and spirals.*

Principles, procedures and operating limitations for control of rate of climb and descent to predetermined altitudes.

Smooth air operation at recommended best rate of climb and glide speeds and airplane configurations.

Same as above, but in rough air.

(iv) *Stalls.*

Principles and procedures for detection of and recovery from partial and full stalls.

Stall detection and recoveries.

Full stall recoveries.

(v) *Recovery from unusual attitudes.*

Principles and procedures for coping with unusual attitudes and for critical engine inoperative situations on multiengine airplanes (including effecting recoveries within operating and structural limitations).

Recoveries to level flight attitudes and speeds.

Operation with critical engine inoperative. (Multiengine airplanes only).

(2) PHASE II—*IFR Communications, Navigation and Approaches.*

(i) *Estimation of arrival times.*

Principles and procedures for preparing a complete flight plan and the correct computation of estimated arrival times over check points, at destination, and at an alternate airport.

Flight planning. (Weather data, navigational procedures, airplane performance data, flight charts, approach procedures, etc.)

Flight from point to point.

(ii) *Tuning radio equipment.*

Principles and procedures for selection of frequencies, use of volume control, use of voice and range filters, use of dual equipment—when installed.

Use of equipment in flight.

(iii) *Orientation.*

Principles and procedures for orienting on a range leg, or radial, and identification of position.

Range orientation and identification from an unknown position.

(iv) *Following a range leg or radial.*

Principles and procedures for aligning with and maintaining flight path and altitude along range leg or radial.

Range leg or radial alignment and following.

(v) *Locating range stations.*

Principles and procedures for locating and identifying arrival over station.

Location and identification of station.

(vi) *Instrument approach procedures.*

Principles and procedures for execution of the correct approach procedure for the station and airport involved. (Includes familiarization with radio facility charts, radio range charts and terminal charts.)

Execution of approaches to standard minimums for airport involved. (Also to 500 feet and 1 mile at some other airport if local airport has higher minimums.)

(vii) *Missed approach procedures.*

Principles and procedures for execution of the correct missed approach procedures.

Execution of missed approach procedures for airport involved.

(viii) *Air traffic control procedures.*

Familiarization with and procedures for compliance with ATC clearances and/or instructions, including holding and emergency procedures.

[7] See appendix D for training procedures and performance standards.

Receipt and execution of ATC clearances and/or instructions.

(3) *Minimum total course times.*

(i) *Ground instruction*_____ 30 hours.

(ii) *Flying time* (20 hours in flight)__ 30 hours.

(4) *Progress checks.* (Ref. sec. 50.12–5 of this part.)

(i) *Phase I—Basic instrument flying.*

(ii) *Phase II—IFR communications, navigation and approaches.*

(d) *Flight instructor flying school curriculum.*

The curriculum will include the training phases and maneuvers listed below, and a demonstration of student proficiency and knowledge.[5] Student progress checks may apply toward the course time.

(1) *Flight portion*____ 25 hours of flying.

(i) PHASE I—*Performance skills.*

All items and maneuvers listed in CAM 20 for private, commercial, and flight instructor flight tests; all items and maneuvers listed in CAM 50 private, and commercial flying school curriculum; lazy 8's and chandelles.

(ii) PHASE II—*Instructional skills.*

Development of methods, skills, and techniques of imparting knowledge, skills, etc., to students, in all of the items and maneuvers of Phase I.

(2) *Ground instruction portion*__40 hours.

(i) *Fundamentals of flight instruction.*

Basic learning characteristics.

Determination of objectives, or aims.

Instructional management (preparation and execution).

Teaching methods and techniques.

Evaluation techniques.

(ii) *Analysis of flight maneuvers and flight techniques.*

Theory of flight.

Control functions and effects.

Common student errors—causes and remedies.

Common flight instructor deficiencies—causes and remedies.

Principles of safety.

[5] See appendix D for training procedures and performance standards.

(Published in 19 F. R. 2444, Apr. 27, 1954, effective July 1, 1954; amended in 20 F. R. 4767, July 6, 1955, effective Aug. 15, 1955; amended in 22 F. R. 3006, Apr. 27, 1957, effective May 15, 1957; amended in 25 F.R. 4344, May 17, 1960, effective May 17, 1960.)

50.13–2 *Flying school curriculum—helicopters (FAA policies which apply to sec. 50.13).* The applicant will submit a proposed curriculum which will meet at least the minimum flight experience requirements set forth in section 50.13 of this part.

(Published in 20 F. R. 4768, July 6, 1955, effective Aug. 15, 1955.)

50.13–3 *Flying school curriculum—gliders (FAA policies which apply to sec. 50.13).* The applicant will submit a proposed curriculum which will meet at least the minimum flight experience requirements set forth in section 50.13 of this part.

(Published in 20 F. R. 4768, July 6, 1955, effective Aug. 15, 1955.)

50.13–4 *Curriculum requirements for graduation from an approved school (FAA policies which apply to sec. 50.13).* An approved school will not graduate a student unless he has completed all of the curriculum requirements of the course in which he is enrolled. A student may be allowed credit, not to exceed 50 percent of the curriculum requirements, for previous pilot experience and knowledge. The school granting the credit will determine by appropriate flight check or examinations the amount of credit to be allowed.

(Published in 22 F. R. 3008, Apr. 27, 1957, effective May 15, 1957.)

General

50.20 *Application.* Application for an airman agency certificate and rating shall be made upon the form prescribed and furnished by the Administrator, and shall be accompanied by two copies of any proposed curriculum.

50.20–1 *Application (FAA policies which apply to sec. 50.20).* An application for an airman agency certificate and rating may be obtained from the local General Safety District Office, which will also furnish full information concerning the execution of the application, and make arrangements for the pre-

certificating inspection of facilities, equipment, and/or other items pertinent to the certificating or rating of an airman agency.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

50.21 *Display.* Display of an airman agency certificate shall be made upon the reasonable request of any person.

50.22 *Duration.* An airman agency certificate shall expire 24 calendar months after the month of issuance.

50.22–1 *Duration of certificate (FAA interpretations which apply to sec. 50.22).* An airman agency certificate will expire 24 months from the last day of the month in which issued.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.23 *Renewal.* Application for renewal of an airman agency certificate shall be made on a form furnished by the Administrator and may be mailed or presented to any inspector within 60 days prior to the month of expiration.

50.23–1 *Renewal of certificate (FAA policies which apply to sec. 50.23).*

(a) Application for renewal of the airman agency certificate and rating will be made to the local General Safety District Office on a form furnished by that office. It is the responsibility of the agency to request renewal of its certificate at least 30 days in advance of the expiration date to allow the FAA General Safety District Office sufficient time to arrange for the required renewal inspection.[9]

(b) An agency found eligible for renewal of its certificate, any time within 90 days in advance of the certificate's expiration date, will have its certificate renewed to expire 24 months from the existing expiration date.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

50.24 *Transfer.* An airman agency certificate is not transferable.

50.24–1 *Change in agency ownership (FAA policies which apply to sec. 50.24).* An airman agency certificate expires automatically with a change in ownership of the agency. When the new owner desires certification, he should submit to the local General Safety District Office an application for an airman agency certificate and rating which will be processed as an original application in accordance with section 50.20–1.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

50.24–2 *Change of agency name (FAA policies which apply to sec. 50.24).* A change in the name of an airman agency without a change of ownership will not invalidate the airman agency certificate. However, such a change of name should be reported within 15 days by the owner to the local General Safety District Office, and a new airman agency certificate will be issued bearing the old certificate number, the new name, and the ratings formerly held by the agency.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

50.25 *Surrender.* Upon the suspension, revocation, termination, or cancellation of an airman agency certificate the holder thereof shall surrender such certificate to an authorized representative of the Administrator.

50.25–1 *Voluntary surrender of certificate (FAA policies which apply to sec. 50.25).* The holder of an airman agency certificate may voluntarily surrender such certificate by submitting to the FAA his current, or latest issuance of the air agency certificate, and a letter stating that the certificate is being voluntarily surrendered.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.25–2 *Involuntary surrender of certificate (FAA policies which apply to sec. 50.25).* In cases of suspension, revocation, expiration, or cancellation of an airman agency certificate, the holder of such certificate will surrender it to an authorized representative of the Administrator upon written request.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.26 *Quality of instruction.* The quality of instruction shall be such that at least 80

[9] An agency which has allowed its certificate to expire will be required to make an application, and to meet the same requirements as for original issuance.

percent of the students who apply within 60 days after graduation will be able to qualify for pilot ratings appropriate to the curriculum from which they were graduated.

50.26–1 *Student flight checks (FAA policies which apply to sec. 50.26).*

(*a*) The holder of an airman agency certificate will, upon request of the local General Safety District Office, submit students for flight proficiency checks which are intended to determine the quality of instruction and compliance with the curriculum. Not less than 10 percent of all approved school students will be flight checked by FAA inspectors after completion of at least 50 percent of the flight curriculum. The flight test for the pilot certificate appropriate to the curriculum from which the student has graduated may be substituted for the above flight check provided such flight test is conducted by a General Safety Inspector. In order to facilitate scheduling of these spot flights checks, the agency will notify the local General Safety District Office of the names of all students whom they expect to graduate. This notice should be submitted in writing at least 15 days in advance of the date on which the graduation certificate is to be issued.

(*b*) Any flight check given by an FAA inspector, designated flight examiner, or chief flight instructor for determination of quality of instruction being given, or for determination of agency compliance with its curriculum, will be based on the standards set forth in CAM 50 for each item of the appropriate curriculum. Applicants for pilot certificates or ratings will be flight tested in accordance with the appropriate performance standards set forth in CAM 20.

(Published in 20 F. R. 4771, July 6, 1955, effective Aug. 15, 1955; amended effective July 15, 1957.)

50.26–2 *Student ground instruction checks (FAA policies which apply to sec. 50.26).* An FAA General Safety Inspector may, at any reasonable time, question or examine an airman agency student on appropriate subjects or items which are a part of the curriculum in a course in which the student is enrolled and which have, according to the school course schedule and records, been covered. Such check is for the purpose of determining compliance with the curriculum, and quality of instruction being given.

(Published in 20 F. R. 4771, July 6, 1955, effective Aug. 15, 1955; amended effective July 15, 1957.)

50.27 *Student examinations.* Upon the completion of each subject included in an approved curriculum, each student taking the subject shall be given an appropriate examination. The student's written examination, or, in the case of a practical examination, a report thereof, shall be kept by the school for not less than 1 year from the date of the termination of the student's enrollment.

50.27–1 *Composition of student examinations (FAA interpretations which apply to sec. 50.27).* The holder of an airman agency certificate must devise and administer written or practical examinations to each student upon completion of each subject covered in the curriculum. These examinations will be of such coverage and degree of difficulty that a student who has successfully accomplished the school examination may reasonably assume himself to be qualified to achieve success, on his first attempt, in passing required FAA examinations pertinent to the subject, in the rating sought.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.28 *Records.* The school shall keep an accurate individual record of each student, which shall include a chronological log of all instruction, attendance, subjects covered, examinations and examination grades. The entire record shall be certified by an authorized official of the school.

50.28–1 *Attendance and accomplishment records (FAA interpretations which apply to sec. 50.28).* The school must maintain a current record of each student's participation and accomplishments during course enrollment.[10] Upon course completion or graduation, the entire rec-

[10] Credit from approved schools may be transferred to another approved school. In such a case, the receiving school will determine by student flight check and/or written examination as appropriate, the amount of credit to be transferred, which may not in any case be greater than the amount of credit for attendance and accomplishment which were compiled by the student in the prior approved school(s).

ord or file will be certified by an authorized representative of the agency.

(Published in 19 F. R. 2443-2450 on April 27, 1954, effective July 1, 1954; amended in 22 F. R. 3009, Apr. 27, 1957, effective May 15, 1957.)

50.29 *Graduation certificates.* A graduation certificate on the form prescribed by the Administrator shall be given each student graduated from a certificated airman agency school.

50.29–1 *Graduation certificate form (FAA policies which apply to sec. 50.29).* The school may use its own graduation certificate. However, if the school uses its own certificate form, then the information contained on the example certificate, Form ACA–391, in appendix A, should be incorporated. Form ACA–391 is available at local General Safety District Offices.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended in 22 F. R. 3009, Apr. 27, 1957, effective May 15, 1957.)

50.30 *Inspection.* Upon reasonable request, an applicant for an airman agency certificate, or the holder of such a certificate, shall permit any authorized representative of the Administrator to inspect its personnel, facilities, equipment, and records.

50.30–1 *Frequency and extent of inspections (FAA policies which apply to sec. 50.30).* At varying time intervals FAA representatives will spot check, reinspect, or examine each operation including students, instructors, records, facilities, and equipment.[11] Arrangements for these inspections will be made on a mutually agreeable basis, and every effort will be made to minimize interruptions to normal training schedules.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.31 *Curriculum changes.* Changes in an approved curriculum shall not be made without filing immediate notification of such changes with the Administrator. Unless the school is notified to the contrary within 45 days after filing the proposed changes with the Administrator, they will be considered approved.

50.31–1 *Written notice of curriculum changes (FAA policies which apply to sec. 50.31).* Proposed changes in any approved curriculum will be submitted in writing to the local General Safety District Office. This notification will state specifically which portions of the previously approved curriculum are to be changed, and will specifically set forth the proposed changes.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

50.32 *Maintenance of facilities, equipment, and material.* A certificated airman agency shall maintain personnel, facilities, and equipment at least equal in quality and quantity to those required for the issuance of such a certificate.

50.32–1 *Maintenance of certificating qualifications (FAA policies which apply to sec. 50.32).* Any qualitative or quantitative deviation in the agency personnel, facilities, or equipment, which results in the agency furnishing less than the requirements for original certification, may result in the suspension of the airman agency certificate.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954.)

50.33 *Advertising.* No certificated airman agency shall make any statement pertaining to the school which is false, or which is designed to mislead any person contemplating enrollment in the school. Any advertising which indicates that the school is approved by the Administrator shall clearly differentiate between those courses which have been approved by the Administrator and those which have not.

50.34 *Change of location.* No change in a location of an approved airman agency shall be made without the prior written approval of the Administrator.

50.34–1 *Notice of change of location (FAA policies which apply to sec. 50.34).* The intention of an approved airman agency to change location will be reported in advance to the local General Safety District Office from which forms may be obtained for this purpose. Upon

[11] As agencies demonstrate ability to graduate competent students on a continuing basis, the frequency and extent of the inspections will be minimized.

receipt of such notification of intent, the local district office will ascertain, within 30 days after transfer, that original certification requirements are met at the new location, prior to approval. If the inspection shows the new facilities to be satisfactory, a new airman agency certificate will be issued showing the previously held number, the new location, ratings issued, and the date of reinspection. If the results of this inspection are not satisfactory, the agency will be notified in writing of the deficiencies found by the General Safety District Office. Immediate action will be taken by the agency to eliminate the deficiencies, or steps will be taken to revoke or suspend the certificate for failure to meet minimum requirements of CAR/CAM 50.

(Published in 19 F. R. 2449, Apr. 27, 1954, effective July 1, 1954; amended effective July 15, 1957.)

[50.35. *Examining authority.* If it is found that the standards of Part 20 of the Civil Air Regulations will be met, authorization may be issued to a certificated airman agency to conduct examinations of its graduates to determine compliance with both the aeronautical knowledge and skill requirements, or the aeronautical knowledge requirements only, or the aeronautical skill requirements only, prescribed by Part 20 for the issuance of certain pilot certificates and ratings. Such authorization shall be based upon and subject to the provisions and requirements of paragraph (a) and, as appropriate, paragraphs (b) or (c) of this section. All operations conducted under such authorization shall be subject to and conducted in accordance with the terms and conditions specified therein.

[(a) *Application.* Application for the authorization desired shall be submitted in writing to the supervising Federal Aviation Agency District Office.

[(b) *Aeronautical skill only, private pilot—airplanes.*

[(1) All students examined shall, within the preceding 60 days, have satisfactorily completed a flight training course outlined in a curriculum approved by an authorized representative of the Administrator which complies with the requirements of section 50.13(a)(1) of this part and includes:

[(i) 35 hours of ground instruction on primary flight maneuvers and procedures;

[(ii) At least two hours of dual flight instruction given at night, 4 hours of dual cross-country flight instruction, and 6 hours of solo cross-country practice;

[(iii) Dual instruction in attitude control of airplanes solely by reference to instruments, integrated with normal primary dual flight instruction and including straight and level flight, climbs, glides, turns, stalls, slow flight, and recovery from unusual attitudes; and

[(iv) Stage completion flight checks and written examinations prior to progression to next stage or graduation.

[(2) The dual instruction required by subparagraph (1)(iii) of this paragraph shall be given only by certificated flight instructors who are either rated instrument flight instructors or have an instrument rating on their basic pilot certificates.

[(3) The chief flight instructor of the school and each designated check pilot shall be rated instrument flight instructors or have an instrument rating on their basic pilot certificates. They shall also have successfully accomplished an appropriate standardization flight check given by the supervising Federal Aviation Agency Inspector prior to training any students who are to be examined under the authorization applied for or granted.

[(4) At least 5 students enrolled in the curriculum referred to in subparagraph (1) of this paragraph shall have been given proficiency flight checks by a Federal Aviation Agency Inspector. At least 3 of such checks shall have been given after completion of the flight course.

[(5) Concurrently with application for certification by the graduate, the airman agency shall submit for review by the supervising Federal Aviation Agency District Office, certified and complete records of the graduate's attendance, accomplishment, and training received.

[(c) *Other.* If application is made for authorization other than as listed in paragraph (b) of this section, complete information appropriate to the proposed training and testing shall be submitted in accordance with paragraph (a) of this section.

[Amendment 50-2, published in 25 F.R. 4344, May 17, 1960, effective May 17, 1960.]

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