

Federal Aviation Agency  
Washington, D.C.

Civil Aeronautics Manual 20  
Pilot and Instructor Certificate

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**SUBJECT: Revisions to CAM 20**

This supplement is issued to incorporate into CAM 20 Civil Air Regulations Amendments 20-12 through 20-14 and to add Special Civil Air Regulation No. SR-441 to appendix B. Amendment 20-12 is now contained in CAM 20 as appendix C as it was not effective when the manual was last printed. Now that it is effective, the changes have been incorporated in the text and appendix C is being deleted.

With the discontinuance of the distribution of individual amendments to the Civil Air Regulations, it is believed that the preamble material contained in the amendments should be reproduced in the manuals. Therefore, this supplement incorporates into CAM 20 the preambles of all amendments to Part 20 of the Civil Air Regulations issued since the part was last revised effective August 23, 1956, and published in the Federal Register as a complete document on August 29, 1956. In addition to the preamble, the date of adoption, the effective date, Federal Register citation, and the sections affected are given for each amendment.

These preambles are set up as an addendum to CAM 20 and the page numbers are prefixed with the letter "P." It is recommended that these pages be retained in the back of the current CAM 20. Additional pages will be added as amendments to Part 20 are issued.

New or revised material is enclosed in black brackets on the pages submitted with this supplement. However, because the addendum containing the preambles of amendments to Part 20 is new in its entirety it is not so marked.

*Remove the following pages:*

III through VII  
3 through 10  
19 and 20  
25 and 26  
33 through 39

*Insert the following new pages:*

III through VII  
3 through 10-2  
19 and 20  
25 and 26  
33 and 34  
Addendum, Pages P-1  
through P-17



OSCAR BARKE, Director,  
Bureau of Flight Standards.

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license, court order, or other document verifying the name change. These documents will be returned to the applicant after examination by the inspector.

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.10-5 *Application to replace a lost or destroyed pilot or medical certificate (FAA policies which apply to sec. 20.10).*

(a) *Pilot certificate.* Application to replace a lost or destroyed pilot certificate should be made in a letter addressed to the [Examination and Records Division, Federal Aviation Agency, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma.] The letter should contain the following: (1) A brief statement of the circumstances surrounding the loss or destruction of the certificate; (2) all available information regarding the certificate, such as grade, number, exact name in which it was issued, ratings, and date of issuance; and (3) be accompanied by a check or money order for \$2.00, payable to the Federal Aviation Agency.

(b) *Medical certificate.* Application to replace a lost or destroyed medical certificate should be made in the form of a letter addressed to the Civil Air Surgeon, Federal Aviation Agency, Washington 25, D.C., and accompanied by a check or money order for \$2.00, payable to the Federal Aviation Agency.

(c) *Telegraphic evidence of lost pilot or medical certificate.*

(1) The person to whom a pilot or medical certificate was issued may, upon loss of that certificate, obtain from the FAA an official telegram confirming its issuance. This telegram may be carried in pilot's personal possession as a pilot certificate, medical certificate, or both, pending the receipt of duplicate certificates issued in accordance with paragraphs (a) and (b) of this section: *Provided*, That he has not been notified of the suspension or revocation of the certificate concerned.

(2) The request for such a telegram may be made by prepaid telegram stating the date on which a duplicate certificate or certificates were requested, or including the request for such duplicate(s) and a money order for the necessary fee or fees.

(3) A request for a telegram for temporary use in lieu of a lost pilot or medical certificate

should be addressed to the appropriate division shown in paragraph (a) or (b) of this section. A request for a telegram for temporary use in lieu of both pilot and medical certificates should be addressed to the [Examination and Records Division, Federal Aviation Agency, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma.]

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.10-6 *Applications for examinations and tests from holders of revoked or suspended pilot certificates or ratings (FAA policies which apply to sec. 20.10).*

(a) No written examination or flight test will be given to an applicant whose pilot certificate, or any rating endorsed thereon, has been revoked by the Board unless he obtains an authorization therefor from the Administrator.

(b) No written examination or flight test will be given to an applicant for a certificate or rating which has been suspended by order of the Board until the expiration of the period prescribed by such order.

(Published in 23 F. R. 2244, Apr. 5, 1958, effective Apr. 30, 1958.)

### 20.11 *Duration of certificates.*

(a) **Student pilot and limited flight instructor certificates shall expire 24 calendar months after the date of issuance.**

(b) **Private and commercial pilot and flight instructor certificates shall remain in effect until surrendered, suspended, or revoked, or until a general termination date is set by the Administrator.**

(c) **A temporary pilot certificate effective for a period not to exceed 90 days may be granted to an applicant pending issuance of the certificate or rating sought.**

20.11-1 *Voluntary surrender of certificate or rating (FAA policies which apply to sec. 20.11 (b)).* The holder of a pilot certificate may surrender it at any time, to an inspector<sup>1</sup> for cancellation. Final acceptance of surrender for cancellation is within the discretion of the Administrator. When a certificate has been accepted for surrender, the pilot must requalify

<sup>1</sup> The word "inspector" used in this manual denotes a Bureau of Flight Standards Inspector employed by the Federal Aviation Agency.

and pass all applicable examinations and tests if he wishes to obtain another pilot certificate.

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.11-2 *Validity of Flight Instructor Certificates (FAA interpretations which apply to sec. 20.11)*. A Limited Flight Instructor or a Flight Instructor Certificate becomes invalid at any time the holder does not possess a current and effective pilot certificate as prescribed by section 20.130 (a).

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.11-3 *Issuance of temporary pilot certificates (FAA policies which apply to sec. 20.11 (c))*. Temporary pilot certificates are issued to qualified applicants by inspectors and designated pilot examiners pending the examination of the applicants' records and the issuance of certificates of longer duration by the Administrator.

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.12 *Citizenship*. An applicant for a pilot or flight instructor certificate may be a citizen of any country or a person without nationality.

20.13 *Reexamination after failure*. An applicant who fails to pass any theoretical or practical examination may reapply after the expiration of 30 days or upon presenting a statement from a rated flight or ground instructor, as applicable, certifying that he has given the student additional instruction and now deems him competent to pass the examination.

20.13-1 *Instructor recommendations for reexamination within 30 days after failure (FAA policies which apply to sec. 20.13)*.

(a) *Written examinations*. Recommendations presented for reapplication within a 30-day period after the failure of a written examination will be accepted from an appropriately rated instructor as follows:

(1) Private—Limited Flight Instructor or Flight Instructor Certificate with appropriate category rating, or Ground Instructor Certificate with ratings for subjects covered in the examination failed.

(2) Commercial—Flight Instructor (unlimited) with appropriate category rating, or

Ground Instructor Certificate with ratings for subjects covered in the examination failed.

(3) Instrument—Flight Instructor Certificate with instrument rating, or Ground Instructor Certificate with ratings for subjects covered in the examination failed.

(4) Flight Instructor—Flight Instructor Certificate (unlimited) with appropriate category or instrument rating.

(b) *Flight tests*. Recommendations presented for reapplication within a 30-day period after failure of a flight test will be accepted only from an appropriately rated Limited Flight Instructor or Flight Instructor.

(Published in 22 F. R. 5535, July 13, 1957, effective Aug. 1, 1957.)

20.14 *Prerequisites for examinations and tests*.

(a) To be eligible to take a flight test for a pilot or flight instructor certificate or aircraft or instrument rating, the applicant shall meet the following requirements:

(1) He must have passed the prescribed written examination within the preceding 24 calendar months;

(2) He must have acquired the prescribed aeronautical experience; and

(3) He must hold a valid medical certificate appropriate to the certificate or rating sought.

(b) There are no prerequisites for taking the written or physical examinations.

20.15 *Aircraft used in flight tests*. The applicant shall furnish a certificated aircraft equipped with fully functioning dual controls for all flight tests except those for which the Administrator determines that fully functioning dual controls are not necessary.

20.15-1 *Certificated aircraft (FAA policies which apply to sec. 20.15)*.

(a) For the purpose of taking pilot flight tests, a "certificated aircraft" means a United States registered aircraft with a valid airworthiness certificate which contains no limitations excluding pilot flight tests.

(b) A foreign registered aircraft having a valid airworthiness certificate issued by the proper authorities of the country in which the aircraft is registered may be used for pilot flight tests at the discretion of the inspector or examiner.



(c) Military aircraft on operational status may also be used at the discretion of the inspector or examiner, provided permission from the appropriate military authority is obtained.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.15-2 Fully functioning dual controls** (*FAA policies which apply to sec. 20.15*). An applicant who wishes to use an aircraft without complete fully functioning dual controls should make prior arrangement with the examiner or inspector concerned before presenting himself for a flight test. The applicant may be permitted to use such an aircraft if the examiner or inspector determines, upon consideration of all factors, that the flight test can be conducted safely. However, instrument rating flight tests will be conducted only in aircraft with fully functioning dual controls, in accordance with the requirements for simulated instrument flight prescribed in Part 43 of this subchapter.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957, as amended in 23 F. R. 2244, Apr. 5, 1958, effective Apr. 30, 1958.)

**20.16 Pilot logbooks.** All flight time used to meet the experience requirements for any pilot certificate, rating, or operating privilege shall be substantiated by a reliable record but the logging of other flight time is not required. Such record shall include the following information:

- (a) **General.**
  - (1) Date,
  - (2) Duration,
  - (3) Points of departure and arrival,
  - (4) Type of aircraft, and
  - (5) Identification mark of the aircraft.
- (b) **Type of piloting time.**
  - (1) Pilot-in-command, or solo,
  - (2) Copilot,
  - (3) Dual instruction, including the procedures and maneuvers, or
  - (4) Synthetic trainer.
- (c) **Conditions of flight.**
  - (1) Day VFR,
  - (2) Night VFR,
  - (3) Actual instrument flight, or
  - (4) Simulated instrument flight.

**20.16-1 Flight time which must be logged** (*FAA interpretations which apply to sec. 20.16*). The wording "or operating privilege" refers to

the recent flight experience requirements of section 43.68 of this subchapter.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

### **20.17 Logging of flight time.**

(a) **Student.** A student pilot may log as solo only that flight time during which he is the sole occupant of the aircraft.

(b) **Private and commercial.**

(1) **Pilot in command and solo.** A private or commercial pilot may log as pilot in command only that flight time during which he is the sole manipulator of the controls of an aircraft for which he is rated or that flight time during which he is the sole occupant of the aircraft. He may log as solo only that pilot-in-command time during which he is the sole occupant of the aircraft. A flight instructor may log as pilot in command that flight time during which he is serving as flight instructor. All flight time so logged may be credited toward the total flight time required for a higher pilot certificate.

(2) **Copilot.** A private or commercial pilot may log as copilot that flight time during which he is performing the duties of a copilot. Such pilot shall be entitled to credit not more than 50 percent of such flight time toward the total flight time required for a higher grade of pilot certificate, but in no event shall a private pilot be entitled to credit more than 50 hours of such flight time.

(3) **Dual instruction.** A private or commercial pilot may log as dual instruction that flight time during which he is receiving flight instruction from a certificated flight instructor on board the aircraft.

(c) **Instrument time.** Instrument flight time may be logged as such by the pilot actually manipulating the controls only when the aircraft is flown solely by reference to instruments either under actual or simulated instrument flight conditions.

**20.18 Change of address.** Within 30 days after any change in the permanent mailing address of the holder of a pilot certificate, he shall notify the Administrator in writing of his new address. This notice shall be mailed to the [Examination and Records Division, Federal Aviation Agency, 621 North Robinson Avenue, Oklahoma City 2, Oklahoma.]

## Subpart B—Pilot Certificates; Airplane Rating

### Student

**20.20 Age.** 16 years is the minimum age for the issuance of a student pilot certificate. If an applicant is less than 21 years of age and is not a regular or reserve member of the armed forces of the United States or enrolled in an established ROTC or other training program of such armed forces at the time of making application, he shall submit with his application, the written consent of either parent or of his legal or natural guardian.

**20.20-1 Consent of parent or guardian (FAA policies which apply to sec. 20.20).** The written consent required for minor applicants should be endorsed in the appropriate space on the application form, or submitted on a separate sheet.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.20-2 Minors in the Armed Forces (FAA policies which apply to sec. 20.20).** An applicant under 21 who is a regular or reserve member of the Armed Forces or enrolled in an established ROTC or other Armed Forces training program should indicate such membership on his application and include his military serial number, or attach to the application a written statement from his appropriate commanding officer certifying that the applicant is a member of such Armed Forces.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.20-3 Other minors (FAA interpretations which apply to sec. 20.20).** No consent is required for a married male applicant under 21, but a married female applicant under 21 must furnish the consent of her husband, who may be under 21.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.21 Education.** An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his student pilot certificate.

**20.21-1 English language limitations (FAA policies which apply to sec. 20.21).** An applicant not able to meet the requirements of this section will be issued a student pilot certificate

with operating limitations as determined by an inspector to be necessary for the safe operation of aircraft. These limitations may be removed when the holder demonstrates to an inspector that he can read, speak, and understand the English language.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.22 Physical standards.** An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

**20.22-1 Evidence of physical qualifications (FAA policies which apply to sec. 20.22).** A first-, second-, or third-class FAA medical certificate issued within the preceding 24 calendar months will be accepted for the issuance of a student pilot certificate.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.23 Requirements for solo flight.** A student pilot shall not operate an airplane in solo flight until:

(a) He is familiar with the general and visual flight rules of Part 60 of this subchapter;

(b) He has received dual instruction in such preparatory and flight procedures as preflight inspection, starting, warming up, operating, and stopping the engine; taxiing, take-offs, landings, and parking; traffic pattern procedures; level flight, turns, climbs, and glides; and stalls and emergency landings; and

(c) His student certificate has been endorsed by an appropriately rated flight instructor who has examined him and found him to have complied with the provisions of paragraphs (a) and (b) of this section and otherwise to be competent to make solo flights.

**20.24 Flight area limitations.** A student pilot shall not operate an airplane in solo flight outside of a local area designated by his flight instructor until:

(a) He is familiar with such flight planning elements as plotting courses, estimating time en route and fuel required, and obtaining and evaluating weather reports;

(b) He has received dual instruction in:

[(1) Crosswind and simulated soft-field takeoffs and landings;

[(2) Climbing and gliding turns at minimum safe speeds;

[(3) Cross-country navigation by reference to aeronautical charts;

[(4) Safe operating procedures in simulated emergencies such as engine failure, loss of flying speed, marginal visibility, deteriorating weather, getting lost, and similar critical situations;

[(5) Conforming with air traffic control instructions by radio and lights; and

[(6) The proper use of two-way radio communications, VFR navigation procedures and techniques: *Provided*, That in areas where ground electronic communication equipment and navigational aids are not available within 100 miles of the base of operation, a synthetic trainer may be used for training in air traffic procedures, phraseology, and radio navigation; and

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

(c) His student pilot certificate has been endorsed by an appropriately rated flight instructor who has found him to have complied with paragraphs (a) and (b) of this section and otherwise to be competent to make solo cross-country flights.

### Private

**20.30 Age.** 17 years is the minimum age for the issuance of a private pilot certificate.

**20.31 Education.** An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

20.31-1 *English language limitations (FAA policies which apply to sec. 20.31).* An applicant not able to meet the requirements of this section will be issued a private pilot certificate with operating limitations as determined by an inspector to be necessary for the safe operation of aircraft. These limitations may be removed when the holder demonstrates to an inspector that he can read, speak, and understand the English language.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.32 Physical standards.** An applicant shall hold at least a valid third class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

20.32-1 *Evidence of physical qualifications (FAA policies which apply to sec. 20.32).* A first-, second-, or third-class FAA medical certificate issued within the preceding 24 calendar months will be accepted for the issuance of a private pilot certificate.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.33 Aeronautical knowledge.** An applicant shall pass an examination on the following:

(a) The Civil Air Regulations governing private pilot privileges and limitations, and general operating, air traffic, and accident reporting rules;

[(b) The practical aspects of cross-country flying, including flight planning, map reading, pilotage, radio communication procedures, radio navigation, and emergency procedures;

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

(c) The recognition of dangerous weather conditions and the evaluation of weather reports; and

(d) General safety practices in the operation of airplanes.

20.33-1 *Aeronautical knowledge (FAA policies which apply to sec. 20.33).* The private pilot written examination will be given by inspectors only.<sup>2</sup>

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.34 Aeronautical experience.** An applicant shall present his student pilot certificate appropriately endorsed for solo and cross-country flights and meet each of the following minimum flight experience requirements:

(a) 40 hours dual instruction and solo flight time;

(b) 20 hours of solo flight time at least 15 of which shall have been in airplanes;

<sup>2</sup> The Private Pilot Examination Guide, which gives information on the preparation for the private pilot written examination is available from local flying school operators or the U.S. Government Printing Office, Washington 25, D. C., for 75 cents.

(c) 10 hours of solo cross-country flight time. Each solo cross-country flight shall include a landing at a point more than 25 miles from the point of departure and at least one flight shall include a landing at a point more than 100 miles from the point of departure;

[(d) Dual instruction in the control of an airplane solely by reference to instruments, given by the holder of a flight instructor certificate with an airplane rating. The airplane shall be equipped with at least a sensitive altimeter, turn and bank indicator, and a means for simulating instrument flight conditions. This instruction by reference to instruments shall be integrated with the dual flight instruction in primary flight maneuvers given before and after solo; and

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

[(e)] 3 hours of dual instruction after the first solo cross-country flight which shall include a review of the procedures and maneuvers previously learned and additional instruction in preparation for the private pilot flight test.

20.34-1 *Recommendation of Flight Instructor (FAA policies which apply to sec. 20.34 (d)).* The written recommendation of an appropriately rated Limited Flight Instructor or a Flight Instructor will be accepted for an application for a private pilot flight test. It is desirable that the 3 hours' dual flight test preparation be given by the instructor who makes the flight test recommendation.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.35 Aeronautical skill.** An applicant shall satisfactorily accomplish a practical examination with respect to the following procedures and maneuvers:

(a) Preflight inspection, starting, taxiing, and runup check of the airplane before takeoff;

[(b) Planning of a VFR cross-country flight to a specified destination, reckoning with weather conditions, fuel requirements, check points, estimated time of arrival, available alternate airports, radio communication and navigation procedures, air traffic control procedures, and accomplishing such portion of the planned flight, including change of course to an alternate airport, and execution of emergency

procedures, as are necessary to demonstrate proficiency in cross-country flying;

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

(c) Straight and level flight, left and right medium banked turns, left and right climbing and gliding turns at normal and at minimum controllable speeds, and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes;

(d) Turns while maintaining a constant radius, or track, around a point, or area, including a 720° turn in each direction in a banked attitude of more than 45°;

(e) Normal and crosswind takeoffs and landings following appropriate traffic control procedures of the airport involved, using power, flaps, and slips at the applicant's discretion for assistance in landing;

(f) Simulated emergencies, including one short or soft-field takeoff, and one landing, if in single-engine aircraft, with engine throttled and using flaps, slips, or both, for assistance; or, if in multiengine aircraft, in accordance with proper engine-out procedure; and

[(g) Demonstrate in simulated instrument flight to an FAA Inspector or a designated flight examiner with an instrument rating ability to safely control an aircraft manually by sole reference to the aircraft flight instruments. This demonstration shall include manual control in the following:

[(1) Recovery from the start of a power-on spiral;

[(2) Recovery from the approach to a climbing stall;

[(3) Normal turns of 180° duration left and right to within ±20° of proper 180° heading;

[(4) Shallow climbing turns to a predetermined altitude;

[(5) Shallow descending turns at reduced power to a predetermined altitude; and

[(6) Straight and level flight.

[(Note: The basic criteria for a satisfactory demonstration shall be safe and positive manual control, not precision in speed, altitude, and direction control. Nevertheless, unsafe or unsure control of airspeed, erratic loss or gain of altitude or consistent failure to maintain the general direction of flight shall be disqualifying. The intent of this added aeronautical experience and skill is basically as follows: This student or applicant has just flown suddenly into

worsening weather conditions which make further control of the aircraft by visual reference to the ground unsafe or unlikely. He allows the aircraft to assume an attitude that, if continued, would result in a probable uncontrollable maneuver. Can he recover from this position safely and then turn back in the proper direction where known pilotage weather conditions exist, while at the same time adjusting and maintaining altitude control that will clear safely terrain and other obstructions. If he can do this consistently, with positive and safe control, he is a much safer private pilot. It is important, however, that all through the course of instruction, the student has stressed to him the danger of operating into weather flight conditions described above and that this minimum ability can be fatal if proper respect is not maintained by him.

**[Note: Detailed information on present flight test procedures and standards are contained in Flight Operation and Airworthiness Release No. 420. Revision of the information in this release will be issued as FAA Bureau of Flight Standards Flight Test Guides and will contain appropriate supplemental information concerning the maneuvers required by these amendments. These flight test guides may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.]**

**[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]**

20.35-1 *Private pilot practical examination—airplanes (FAA policies which apply to sec. 20.35).*

(a) *Practical examination phases and items.*

(1) The practical test will be given in three phases. The failure of any required item in any phase constitutes the failure of that phase and of the whole examination. The whole phase failed must be satisfactorily completed at the time of reapplication.

(2) A practical examination may be discontinued at any time by the examiner or the applicant when the failure of a required item makes the successful completion of the examination impossible. In such cases, credit will be allowed for only whole phases successfully completed.

(3) The applicant will be required to demonstrate the competent performance of the following procedures and maneuvers:

#### PHASE I—*Oral Operational Examination*

(i) Airplane registration, airworthiness, and equipment documents.

(ii) Airplane logbooks and airworthiness inspection reports.

(iii) Airplane performance, range, and operation (from Airplane Flight Manual).

(iv) Airplane loading, including fuel, oil, and baggage capacities.

(v) Airplane line check.

(vi) Use of radio for voice communication (may be simulated when necessary).

#### PHASE II—*Basic Piloting Technique*

(i) Preflight operations.

(ii) Taxiing, or sailing and docking.

(iii) Normal and crosswind takeoffs and landings.

(iv) Climbs, level flight, and descents at normal speeds and at minimum controllable speeds.

(v) Stalls from all normally anticipated flight attitudes, with and without power.

(vi) 720° steep turns about a point.

(vii) Wheel landings in tailwheel type airplanes, and full stall landings in tricycle type airplanes.

(viii) Short field takeoff and power approach and landing.

(ix) Soft field takeoff and landing.

(x) Slips and a slip to a landing (if 3-control airplane used).

(xi) Emergency operation of airplane equipment.

(xii) Engine-out emergencies, if multi-engine airplane used:

(a) Maneuvering with one engine out (feathered if possible).

(b) Engine-out minimum control speed demonstration.

(c) Use of engine-out best rate-of-climb speed.

(d) Effect on engine-out performance of failure to feather, extension of gear and flaps, and combination of these.

(e) Approach and landing with an engine set for zero thrust.

#### PHASE III—*Cross-Country*

(i) Cross-country flight planning.

(ii) Cross-country flying.

(iii) Use of radio aids to VFR navigation.<sup>3</sup>

(iv) Cross-country emergencies (lost, weather, overheating engine, power failure, etc.).

(b) *Evaluation of performance.* The applicant's performance will be evaluated by the

<sup>3</sup> For flight tests in areas where radio ranges are not available, the applicant will demonstrate by any means satisfactory to the examiner that he is familiar with the procedure for the use of radio ranges for VFR navigation.

examiner on the basis of the judgment, knowledge, smoothness, and accuracy displayed. A competent performance of a flight maneuver is one in which the pilot is obviously the master of his airplane, and the successful outcome of the maneuver is never seriously in doubt.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

## Commercial

**20.40 Age.** 18 years is the minimum age for the issuance of a commercial pilot certificate.

**20.41 Education.** An applicant shall be able to read, speak, and understand the English language, or an appropriate operation limitation shall be placed on his pilot certificate.

**20.41-1 English language limitations (FAA policies which apply to sec. 20.41).** An applicant not able to meet the requirements of this section will be issued a commercial pilot certificate with operating limitations as determined by an inspector to be necessary for the safe operation of aircraft. These limitations may be removed when the holder demonstrates to an inspector that he can read, speak, and understand the English language.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.42 Physical standards.** An applicant shall hold at least a valid second class medical certificate issued in accordance with the physical standards prescribed in Part 29 of this subchapter.

**20.42-1 Evidence of physical qualifications (FAA policies which apply to sec. 20.42).** A first- or second-class FAA medical certificate issued within the preceding 12 calendar months will be accepted for the issuance of a commercial pilot certificate.

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.43 Aeronautical knowledge.** An applicant shall pass a written examination based on the following:

[(a) Meteorology, including recognition of basic weather conditions and trends, and the acquisition and use of weather information disseminated by the U.S. Weather Bureau such as hourly sequence reports, terminal forecasts, winds aloft reports, and reading and interpreting weather maps;

[(b) Navigation, including pilotage, dead reckoning, the use of instruments and radio aids to navigation, proper radio frequency utilization, radiotelephone procedures and techniques, flight planning, emergency procedures, preflight and inflight services for pilots, and notices to airmen;

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

(c) Principles of safe flight operations, including theory of flight and the operation and maintenance of airplanes and general safety practices and procedures for coping with emergencies and critical situations; and

(d) Civil Air Regulations pertaining to the privileges and limitations of a commercial pilot and the general operating, air traffic, and accident reporting rules.

**20.43-1 Aeronautical knowledge (FAA policies which apply to sec. 20.43).** The commercial pilot written examination will be given by inspectors only.<sup>4</sup>

(Published in 22 F. R. 5536, July 13, 1957, effective Aug. 1, 1957.)

**20.44 Aeronautical experience.** An applicant shall have acquired at least 200 hours of flight time credited in accordance with section 20.17 and meet each of the following minimum flight experience requirements:

(a) 100 hours in powered aircraft which shall include 50 hours in airplanes of which at least 15 hours shall have been solo;

[(b) 100 hours as pilot in command, including:

[(1) 50 hours of cross-country, each flight including a landing more than 25 miles from the point of departure;

[(2) Takeoffs and landings from at least two different airports in accordance with two-way radio instructions from an airport traffic control tower; and

[(3) One cross-country flight of at least 350 miles, including landings at 3 points, one of which must be not less than 150 miles from the point of departure;

[(c) 10 hours of dual instruction in airplanes in preparation for the commercial pilot flight

<sup>4</sup> The Commercial Pilot Examination Guide, which gives information on the preparation for the commercial pilot written examination, is available from local flying school operators or the U.S. Government Printing Office, Washington 25, D. C., for 75 cents.

test. Such dual instruction shall have been acquired within the 6 months preceding the commercial pilot flight test; and

(d) 10 hours of instruction in the operation of an airplane in flight solely by reference to instruments, which shall include not less than 5 hours of dual instrument instruction, 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.

**[Note:** The holder of a commercial pilot certificate bearing an endorsement that he did not meet the required 10 hours of instrument flight experience may have such endorsement removed upon presentation of reliable documentary evidence showing that he has met the 10 hours of required flight instruction and has successfully accomplished the skill test required by section 20.45(e).

**[Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.]**

20.44-1 *Recommendation of Flight Instructor (FAA policies which apply to sec. 20.44 (c)).* The written recommendation of an appropriately rated Limited Flight Instructor or a Flight Instructor will be accepted for an application for a commercial flight test.

(Published in 22 F. R. 5537, July 13, 1957, effective Aug. 1, 1957.)

20.44-2 *Instrument experience endorsement (FAA policies which apply to sec. 20.44 (d)).* A commercial pilot certificate issued to an applicant who does not meet the experience requirements of section 20.44 (d) will bear the endorsement "Holder does not meet the instrument experience requirements of ICAO."<sup>5</sup>

(Published in 22 F. R. 5537, July 13, 1957, effective Aug. 1, 1957.)

20.44-3 *Night experience endorsement (FAA policies which apply to sec. 20.44).* A commercial pilot certificate issued to an applicant who does not have at least 5 hours of flight by night including not less than ten takeoffs and ten landings by night as pilot in command and as sole manipulator of the controls will bear the endorsement "Holder does not meet the night flight requirements of ICAO."<sup>5</sup>

(Published in 22 F. R. 5537, July 13, 1957, effective Aug. 1, 1957.)

<sup>5</sup> The above endorsements do not restrict nor affect in any way the privileges of the certificate for flight in the United States or its possessions. However, they do restrict the holder of the certificate from piloting airplanes commercially in foreign countries (members of ICAO) without specific consent.

20.44-4 *Dual commercial flight test preparations (FAA interpretations which apply to sec. 20.44 (c)).* The 10 hours of dual flight instruction in airplanes in preparation for the commercial pilot flight test will be acquired by the applicant in addition to any dual instruction received prior to the issuance of a private pilot certificate.

(Published in 23 F. R. 2244, Apr. 5, 1958, effective Apr. 30, 1958.)

**20.45 Aeronautical skill.** An applicant shall competently perform the following maneuvers:

(a) A series of 3 landings from an altitude not to exceed 1,000 feet with engine throttled and a 180° change in direction, the aircraft touching the ground in normal landing attitude beyond [and] within 200 feet of a designated line or point. At least one landing shall be accomplished from a forward slip;

(b) A spiral in each direction of not less than 3 full turns in a banked attitude of not less than 60°, with engine throttled;

(c) 3 shallow on-pylon figure eights, 3 steep on-pylon figure eights, and one 720° power turn in each direction in a banked attitude of at least 60°. During each of these maneuvers the total variation in altitude shall not exceed 100 feet;

(d) Straight climbs, climbing turns, slips, maneuvers at minimum controllable speeds, and emergency maneuvers such as simulated forced landings and recovery from power-on and power-off stalls entered from all normally anticipated flight attitudes; and

**[(e) Demonstrate in simulated instrument flight to an FAA inspector or a designated flight examiner with an instrument rating ability to safely control an aircraft manually by sole reference to the aircraft flight instruments. This demonstration shall include manual control in the following:**

**[(1) Recovery from a well-developed power-on moderate turn spiral in a medium banked attitude.**

**[(2) Recovery from a high-angle climb in a turn.**

**[Note:** High-angle climb is one that if allowed to continue another 30 seconds at cruising power would result in stalling the aircraft.

**[(3) Standard rate turns of 180° and 360° duration to within ±10° and ±20°, respectively,**

of proper heading, and within  $\pm 150$  feet of altitude.

[(4) Maximum safe performance climbing turns of  $180^\circ$  duration followed by continued straight climb to predetermined altitude requiring not less than one minute straight climb performed within  $\pm 10$  knots of airspeed and  $\pm 10^\circ$  of proper heading.

[(5) Two consecutive descending  $90^\circ$  turns using normal approach power for reducing altitude performed within  $\pm 10$  knots of airspeed and  $\pm 10^\circ$  of proper heading. At completion of first  $90^\circ$  turn continue straight descent for 1 minute. Complete second  $90^\circ$  descending turn and continue straight descent for  $1\frac{1}{2}$  minutes.

[Note: This maneuver can be used to simulate a safe but not precise low approach (1,000 feet) to an airport, with the instructor acting as radar advisory control.

[(6) Straight and level flight performed within  $\pm 10^\circ$  of proper heading, 100 feet of altitude and 10 knots of airspeed.

[Note: Safe and positive manual control, not precision, is the basic criteria for a satisfactory demonstration but the commercial pilot applicant must maintain control of the aircraft within the prescribed limits of heading, altitude, and airspeed.

[(f) Planning a cross-country flight to a specified destination reckoning with weather conditions and forecasts, winds aloft information, airport and radio navigational facilities; pertinent aircraft characteristics, range, and performance; and use of appropriate charts.

[(g) Cross-country flying using pilotage, dead reckoning, and radio aids for navigation, including change of course to an alternate airport, coping with simulated in-flight emergencies, and the use of radio for two-way communications with appropriate ground radio facilities.

[Note: Detailed information on present flight test procedures and standards are contained in Flight Operation and Airworthiness Release No. 420. Revision of the information in this release will be issued as FAA Bureau of Flight Standards Flight Test Guides and will contain appropriate supplemental information concerning the maneuvers required by these amendments. These flight test guides may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

[(Amendment 20-12, published in 24 F.R. 9362, Nov. 16, 1959, effective March 16, 1960.)]

20.45-1 *Commercial pilot flight test—airplanes (FAA policies which apply to sec. 20.45).*

(a) *Flight test items.*

(1) The commercial pilot flight test is given in 3 phases. The failure of any required item in any phase constitutes the failure of that phase, and of the whole test. The whole phase failed must be satisfactorily completed at the time of reapplication.

(2) A flight test may be discontinued at any time by the examiner or the applicant when the failure of a required item makes the successful completion of the whole test impossible. In such cases, credit will be allowed for only a whole phase successfully completed.



cases, credit will be allowed for only a whole phase successfully completed.

(3) The applicant will be required to demonstrate the competent performance of the following procedures and maneuvers:

**PHASE I—Basic Techniques**

(i) Preflight check and oral equipment examination.

(ii) Preflight operations.

(iii) Auto, pulley, or winch tow.

(iv) Airplane tow; above, below, and to one side of slipstream.

(v) 360° approaches, right and left, landing within 100 feet beyond a line or mark.

**PHASE II—Special Maneuvers**

(i) 3-turn spirals, right and left, with bank at least 45°.

(ii) Stalls and slow flight (must be demonstrated in a glider).

(b) *Evaluation of performance.* The applicant's performance will be evaluated by the examiner on the basis of the judgment, coordination, smoothness, and accuracy demonstrated. A competent performance is one during which the pilot is obviously the master of his aircraft, and the successful outcome of the maneuver is never in doubt.

(Published in 22 F. R. 5539, July 13, 1957, effective Aug. 1, 1957.)

## Subpart E—Special Issuance of Pilot Certificates

### 20.110 *Graduates of certificated [airman agencies].*

(a) A graduate of a certificated [airman agency with a flying school rating] shall be deemed to have met the aeronautical experience requirements of this part if he presents an appropriate certificate of graduation within 60 days after his graduation date: *Provided*, That an applicant for an instrument rating or a limited flight instructor certificate shall be (1) the holder of a commercial pilot certificate, or (2) the holder of a private pilot certificate who meets the aeronautical experience requirements for the issuance of a commercial pilot certificate as set forth in section 20.44 of this part.

[(b) An applicant for a certificate or rating issued under the provisions of this part may be deemed to have met both the aeronautical knowledge and skill requirements, or the aeronautical knowledge requirements only, or the aeronautical skill requirements only, for such certificate or rating if he has, within the preceding 90 days, graduated from the appropriate approved course of a certificated airman agency which is authorized by the Federal Aviation Agency to examine such applicants with respect to aeronautical skill or knowledge, or both.

[(Amendment 20-13, published in 25 F.R. 4344, May 17, 1960, effective May 17, 1960.)]

### 20.111 *Military competence.*

(a) *Pilot certificates.* An applicant for a private or commercial pilot certificate shall be deemed to have met the requirements for the issuance of such certificate if he passes a written examination on the Civil Air Regulations pertaining to pilot privileges and limitations, general operating, air traffic, and accident reporting rules, and presents reliable evidence that:

(1) He is a member of the armed forces of the United States, the National Guard, or the Coast Guard or any reserve component thereof and either is on solo flying status as a rated pilot or the equivalent, or has been graduated from and rated as a pilot or the equivalent by a military flying school within the preceding 12 months; or

(2) He has been honorably discharged from the armed forces, the National Guard, or the Coast Guard within the preceding 12 months, and was at the time of discharge on solo flying status as a rated pilot or the equivalent: *Provided*, That if he has been honorably discharged for a period longer than 12 months preceding the date of application, he shall be required to meet the prescribed physical standards and pass the appropriate flight test.

(b) *Aircraft category, class, and type ratings.* An applicant for a particular category, class, or type rating who has applied for or holds a pilot certificate issued on the basis of military competence or otherwise shall be issued appropriate ratings upon the presentation of reliable documentary evidence that he has had, within 12 months preceding the date of application, at least 10 hours of flight time as pilot-in-command in military aircraft of a category, class, or type for which the rating is sought, or has passed an appropriate FAA or military flight test.

(c) *Instrument rating.* An instrument rating shall be issued to a private or commercial pilot who holds a currently effective military instrument rating if the standards under which the rating was issued are not less than those prescribed for the issuance of an instrument rating under this part.

20.111-1 *Acceptable evidence of military status and experience (FAA policies which apply to sec. 20.111).*

(a) *Membership.* An official identification card issued by the service showing that the holder is a member of the Armed Forces of the United States, the National Guard, the Coast Guard, or any reserve component thereof will be accepted as evidence of membership.

(b) *Solo flying status as a rated pilot.* Acceptable documentary evidence of flight status shall consist of (1) official orders to solo flight status, (2) USAF Form 5 or a USN flight logbook properly endorsed to show solo flight status, (3) official orders showing graduation from and rating as a pilot by a military flying school, or (4) a copy of orders showing duty involving flying as a rated pilot.

(c) *Honorable discharge.* An original or photostatic copy of a certificate of discharge from the U. S. Armed Forces will be accepted as evidence of discharge or release. Persons discharged from the service or removed from flight status for reasons of flight deficiency, "for the good of the service," or as the result of disciplinary action will not be issued pilot certificates on the basis of military competence.

(d) *Pilot experience.* Documentary evidence of pilot flight time shall consist of USAF Forms 5 or Form 5 summaries, or certified military logbooks, pilot-in-command flight time in air-

craft which normally have two pilots should be substantiated by official checkout records.

(Published in 22 F. R. 5539, July 13, 1957, effective Aug. 1, 1957.)

20.111-2 *Flight test for aircraft rating (FAA interpretations which apply to sec. 20.111 (b)).* The flight test required by section 20.111 (b) is an official military checkout as first pilot in the aircraft concerned, or the FAA flight test prescribed by section 20.121 (a) (2) or (b) (2).

(Published in 22 F. R. 5539, July 13, 1957, effective Aug. 1, 1957.)

20.111-3 *Acceptable military instrument cards (FAA policies which apply to sec. 20.111 (b)).* Any military instrument card will be accepted as the basis for the issuance of an instrument rating, until the date of expiration shown on the card.

(Published in 22 F. R. 5539, July 13, 1957, effective Aug. 1, 1957.)

## 20.112 *Foreign pilot certificates.*

(a) Deleted.

(b) A pilot certificate with appropriate limitations may be issued for a specific purpose to an applicant who is a citizen of a foreign country and holds a currently effective pilot license issued by his government upon submitting to the Administrator reliable evidence of his aeronautical experience and passing an examination on the air traffic rules contained in Part 60 of this subchapter. The Administrator shall limit the duration of the certificate to not more than 12 months and may prescribe such additional limitations as he finds necessary for safety.

20.112-2 *Special Purpose Pilot Certificates (FAA policies which apply to sec. 20.112 (b)).*

(a) *Certificate and ratings.*

(1) A certificate issued on the basis of a valid foreign pilot certificate will be a Special Purpose Pilot Certificate, showing clearly the operations which it authorizes.

(2) The aircraft ratings contained will be based on the ratings appearing on the foreign pilot certificate presented. If the foreign certificate bears no such rating, ratings will be given for the aircraft which the applicant has flown at least 10 hours as pilot-in-command within the preceding 12 months. Additional aircraft ratings may be added to such certificates

- (xiii) Spins, right and left.
  - (xiv) 720° power turns.
  - (xv) Chandelles.
  - (xvi) Lazy eights, shallow and steep.
  - (xvii) Pylon eights, shallow and steep.
  - (xviii) Airport traffic patterns—rectangular courses and S-turns.
  - (xix) Use of radio for voice communication—traffic control procedures.
  - (xx) Emergency operation of airplane equipment; forced landings.
- (3) *Flight test—rotorcraft.*<sup>9</sup>
- (i) Preflight check and oral equipment examination.
  - (ii) Preflight operations.
  - (iii) Taxiing (if rotorcraft used is appropriately equipped).
  - (iv) Normal takeoffs and landings.
  - (v) Crosswind takeoffs and landings.
  - (vi) High altitude takeoffs and roll-on landings.
  - (vii) Climbs and descents.
  - (viii) Hovering—upwind, crosswind, and downwind.
  - (ix) Hovering 360° turns.
  - (x) Pattern flying with constant and with changing headings.
  - (xi) S-turns.
  - (xii) Rapid decelerations.
  - (xiii) Autorotative landings.
  - (xiv) Emergency operation of rotorcraft equipment.
- (4) *Flight test—gliders.*
- (i) Preflight check and oral equipment examination.
  - (ii) Preflight operations.
  - (iii) Auto, pulley, or winch tow.
  - (iv) Airplane tow—above, below, and to one side of slipstream.
  - (v) 360° approaches, right and left, landing within 100 feet beyond a line.
  - (vi) 3-turn spirals, right and left, at banks of at least 45°.
  - (vii) Stalls and slow flight.
  - (viii) Spins, right and left.
- (5) *Flight test—instrument.*
- (i) Instrument flight planning.
  - (ii) Preparing and filing an instrument flight plan.

- (iii) Aircraft performance, range, and fuel requirements.
- (iv) Required instrumentation and equipment, and their proper use.
- (v) Straight and level flight.<sup>10</sup>
- (vi) Turns, climbs, and descents.<sup>10</sup>
- (vii) Stalls, and maneuvering at approach speeds.
- (viii) Steep turns.
- (ix) Recovery from unusual attitudes.<sup>10</sup>
- (x) Engine-out procedures, if test is given in multiengine airplane.
- (xi) Radio navigation, including orientation using LF, OMNI range, or ADF.
- (xii) Use of radio for voice communication.

(xiii) Standard instrument approach to authorized IFR weather minimums (not more than 500 feet and 1 mile), including holding procedures.

- (xiv) Missed approach procedures.
- (xv) Emergencies, such as radio or instrument malfunctions.

(xvi) Compliance with airways traffic control instructions and procedures.

(Published in 22 F.R. 5540, July 13, 1957, effective Aug. 1, 1957.)

20.130-2 *Recommendation of Flight Instructor (FAA policies which apply to sec. 20.130).* The written recommendation of a Flight Instructor (not Limited Flight Instructor) with an appropriate aircraft category or instrument instructor rating will be accepted for the Limited Flight Instructor flight test.

(Published in 22 F.R. 5540, July 13, 1957, effective Aug. 1, 1957.)

**20.131 *Renewal and reissuance.* A limited flight instructor certificate shall expire 24 calendar months after date of issuance but may be renewed or reissued upon presentation to the Administrator of a satisfactory flight instruction record or upon a practical demonstration of continued competence.**

20.131-1 *Satisfactory flight instruction record (FAA policies which apply to sec. 20.131).* The inspector will determine the acceptability of a Limited Flight Instructor's flight instruction record on the basis of his continued maintenance of recent instruction experience require-

<sup>9</sup> Autogiro applicants will fly the test prescribed for airplanes so far as is possible in the aircraft used.

<sup>10</sup> Maneuvers will be required with the use of the needle, ball, and air-speed only.

ments, the successful performance of applicants recommended for flight tests, and the accident record achieved by the instructor and his students.

(Published in 22 F.R. 5540, July 13, 1957, effective Aug. 1, 1957.)

**20.135 *Flight instructor certificates.*** A flight instructor certificate with appropriate ratings shall be issued to an applicant who meets the following requirements:

**[(a) He holds a limited flight instructor certificate;]**

**[(Amendment 20-14, published in 25 F.R. 9287, Sept. 29, 1960, effective Sept. 23, 1960.)]**

**(b) He has trained at least 5 successful candidates for pilot certificates or instrument ratings; and**

**(c) He has demonstrated his competence in giving flight instruction as evidenced by the ability of his students to maintain a satisfactory level of flight safety while under his supervision and to pass the certification and rating tests for which he has prepared them.**

**20.135-1 *Candidates trained by a Limited Flight Instructor (FAA policies which apply to sec. 20.135(b)).*** To qualify as one of the required five candidates trained by an applicant for a Flight Instructor Certificate, a student must have received all of his required dual flight test preparation <sup>11</sup> and a written recommendation for the flight test from the Limited Flight Instructor making application.

(Published in 22 F.R. 5541, July 13, 1957, effective Aug. 1, 1957.)

**20.135-2 *Additional flight instructor category ratings (FAA policies which apply to sec. 20.135).*** The holder of a Flight Instructor Certificate may qualify for and obtain additional flight instructor category ratings by passing the written examination on the "Performance and Analysis of Flight Training Maneuvers" and practical test appropriate to the rating sought.

(Published in 22 F.R. 5541, July 13, 1957, effective Aug. 1, 1957.)

**20.136 *Flight instruction records.*** A flight instructor or limited flight instructor shall comply with the following:

<sup>11</sup> The dual minimum instruction required for various ratings is as follows.

Private pilot, airplane or rotorcraft—3 hours.

Private pilot, glider—1 hour.

Commercial pilot, airplane or rotorcraft—10 hours.

Commercial pilot, glider—2 hours.

Instrument rating—10 hours.

**(a) He shall sign the student pilot's record for each period of flight instruction;**

**(b) He shall make a record containing the name of each student pilot whose certificate he has endorsed and to whom he has given flight instruction, the type of endorsement, and the date of each endorsement or flight instruction period, such record to be retained so long as he exercises the privileges of his flight instructor's certificate or 3 years, whichever is the shorter period of time.**

**20.136-1 *Flight instruction records (FAA policies which apply to sec. 20.136(b)).*** The required flight instruction records may be kept separately, or in the instructor's own pilot logbook. In addition to the required records prescribed by section 20.136, a record should be kept by the flight instructor of the name of each student for whom the instructor has signed a recommendation for an official flight test, the type of test, and the date of his recommendation.

(Published in 23 F.R. 2244, Apr. 5, 1958, effective Apr. 30, 1958.)

**20.137 *Limited flight instructor limitations.*** A pilot certificate or instrument rating will be issued to a student trained by the holder of a limited flight instructor certificate only after such student has passed a flight test given by an FAA inspector.

**20.137-1 *Applicants trained by Limited Flight Instructors (FAA policies which apply to sec. 20.137).*** An applicant for a pilot certificate or rating who has received his required dual flight test preparation and flight test recommendation from a Limited Flight Instructor must take his flight test from an inspector. An applicant who has obtained his dual flight test preparation and flight test recommendation from a Flight Instructor may take his flight test from an inspector or a designated pilot examiner.

(Published in 22 F.R. 5541, July 13, 1957, effective Aug. 1, 1957.)

**20.138 *Validity and exchange of flight instructor ratings.*** The holder of a flight instructor rating may exercise the privileges of such rating until April 1, 1959. Prior to this date he may exchange such rating for a flight instructor certificate without further showing of competence. After April 1, 1959, the holder

## SPECIAL CIVIL AIR REGULATION NO. SR-441

Effective: Aug. 15, 1960

Issued: Aug. 9, 1960

Issuance of Limited Flight Instructor Certificates to Civilian Flight Instructors  
Employed at U.S. Air Force Contract Primary Flight Schools

Part 20 of the Civil Air Regulations prescribes the requirements applicable to the issuance of flight instructor certificates. An applicant for original flight instructing privileges must first obtain a limited flight instructor certificate but after one year is eligible for the flight instructor certificate, provided he has trained at least 5 successful candidates for pilot certificates. In order to obtain the limited flight instructor certificate, an applicant is required to demonstrate in each category of aircraft in which he desires to give flight instruction his ability to teach the performance of such maneuvers and procedures as are necessary and appropriate for the safe piloting of that category of aircraft; and he must show that he is familiar with effective flight instruction methods and procedures as set forth in the FAA Flight Instructor's Handbook. These requirements are met by giving the applicant a written examination on (1) "fundamentals of flight instruction" and (2) "performance and analysis of flight training maneuvers," and a practical test consisting of a flight test and an oral examination.

For the past 9 years the U.S. Air Force has used a primary flight training program for its cadets established by contract arrangements with civilian owned and operated flight training schools. Such schools employ civilians as flight instructors who are required to hold at least a commercial pilot certificate. An FAA flight instructor certificate is not a requisite for such instructors.

Before qualifying as a flight instructor, each pilot is given intensive ground and flight training. Also, the instructors and students are under constant *surveillance by both civilian and military supervisory flight personnel*. These requirements have been found to produce a high degree of proficiency in flight instruction. Each civilian instructor is assigned 4 students of which a minimum of 3 usually complete the 6-month course. During this period each student receives a total of 132 flying hours resulting in each instructor accumulating at least 200 hours of instruction time each 6 months. Most of the instructors have been employed at the schools for several years and have a vast amount of instruction time and experience and are well qualified in this respect.

The five civilian schools utilized by the Air Force for giving primary flight training are to be closed by December 1960. Of the approximately 575 pilots employed as flight instructors at the 5 schools, many do not hold an FAA flight instructor certificate. It is anticipated that most of these pilots will apply for the limited flight instructor certificate.

In view of the qualifications of these pilots and the experience gained by instructing in a well supervised flight training program, no useful purpose would be served in requiring them to further demonstrate their ability and show that they are familiar with effective flight instruction methods. Some of them may have little experience with the Civil Air Regulations and procedures applicable to student pilots and should, therefore, show that they are familiar with the responsibilities of an FAA certificated flight instructor in this respect.

Accordingly, this Special Civil Air Regulation is issued to permit such pilots to be certificated as limited flight instructors without compliance with the practical test and written examination required by section 20.130(b) and (c), provided they pass an FAA written examination on the Civil Air Regulations pertaining to the certification, privileges, limitations, and responsibilities of flight instructors.

Since this special regulation grants relief and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and good cause exists for making it effective in less than 30 days.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted, to become effective August 15, 1960.

1. Contrary provisions of section 20.130(b) and (c) of the Civil Air Regulations notwithstanding, an applicant who is, or has been within the preceding 12 months, a civilian flight instructor employed at a U.S. Air Force Contract Primary Flight School and has served in such capacity for a period of at least 6 months shall be deemed to have met the requirements of section 20.130(b) and (c) for airplane ratings: *Provided*, That the applicant presents satisfactory evidence of such employment and passes an FAA written examination on the Civil Air Regulations pertaining to the certification, privileges, limitations, and responsibilities of flight instructors.

(2) This Special Civil Air Regulation shall terminate on August 15, 1961, unless sooner superseded or rescinded.

# **Addendum**

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## **Preambles of Amendments to Civil Air Regulations Part 20**

### **NOTE**

**Part 20 of the Civil Air Regulations was last revised by the Civil Aeronautics Board on August 23, 1956, and published in the Federal Register on August 29, 1956 (21 F.R. 6501). The preamble of the revised part and the preambles of all amendments thereto, are given in the attached pages.**

## General Revision Part 20

### Pilot and Instructor Certificates

Adopted: Aug. 23, 1956  
Effective: Aug. 23, 1956  
Published: Aug. 29, 1956  
(21 F.R. 6501)

Experience under the provisions of currently effective Part 20 of the Civil Air Regulations, which establishes the requirements for the issuance of student, private, and commercial pilot certificates, and for aircraft, instrument, and instructor ratings, has shown the need for a revision of the part in order to identify more easily the applicable sections, clarify the intent of certain of the regulations, revise the age, knowledge, experience, and skill requirements, and delete those provisions which impose unnecessary burdens.

In order to make Part 20 more serviceable and to clarify its certification provisions, the requirements have been divided into subparts so as to include all of the requirements for the issuance of student, private, and commercial pilot certificates with an airplane rating under a single heading. A similar organization has been accomplished for the rotorcraft and glider rating requirements.

The following changes and additions have been incorporated in the certification and rating requirements:

1. *General.* (a) The present private, commercial, and instructor "ratings" have been changed to private, commercial, and instructor "certificates" to conform more closely with common usage.

(b) Since Part 20 no longer contains any citizenship requirements, the provisions which limit the duration of certificates to 12 months for non-citizens have been deleted.

(c) In 1945 the new photographically reproduced type of pilot certificate was introduced and the regulations were amended to provide for the expiration of all pilot certificates issued between January 1, 1942, and July 1, 1945, and the exchange of these certificates at any time prior to July 1, 1947, without any further showing of competence. This section was amended in 1947 extending the exchange privilege indefinitely. As ample time has been allowed for the exchange of those certificates which expired in 1947, this section is deleted from the revision and none of these certificates will be exchanged after the effective date of this revision.

(d) The identification card requirement contained in present Part 20 was intended to facilitate the identification of the holder in the event that future security restrictions might so require. However, after 5 years experience with the issuance of identification cards, it is now evident that they have served no useful purpose in the past and it appears unlikely that the carriage of such a card by airmen would have any future beneficial effect upon the exercise of security controls. In view of this experience and in view of the fact that the requirement has created a burden for the applicant as well as the Government, for which no safety or security justification exists, it has been deleted from this revision. All persons who commented on this requirement in Draft Release No. 55-12 were emphatically of the view that it should be rescinded and the record appears clearly to support this view.

(e) Draft Release No. 55-12 proposed to delete the minimum age requirements for student pilot applicants. Significant objection to authorizing children to operate aircraft in solo flights was offered by several of those who commented on this item. Consequently, the present minimum student pilot ages of 16 years for powered aircraft and 14 years for gliders are continued.

(f) The draft release proposed to require parental consent only for those students younger than the currently prescribed minimum ages for student pilot applicants. Considerable adverse comment was received to this proposal. The principal objections called



attention to the financial responsibility of parents for property damage or personal injury which might result from any activity in which minor children are engaged. Upon reconsidering this matter, it was decided that the present parental consent requirement for all student pilot applicants under 21 years of age would be continued.

2. *Student pilot certificates; airplane rating.* (a) The draft release proposed that a student receive a demonstration of straight flight and turns solely by reference to instruments before he is authorized to make solo flights. The comment was overwhelmingly opposed to this proposal. Since the publication of the draft release, the Board has received other recommendations concerning requirements for instrument flight instruction for student, private, and commercial pilots. It is apparent that these recommendations involve conflicting views with respect to the importance of instrument flight instruction for such pilots, the type of instruction needed, and the degree of competence to be sought. In view of the obvious controversy surrounding this matter, the Board has decided that further study is required. Consequently, the proposal for instrument flight demonstration is being deferred and will be the subject of separate rule making, proposals concerning which will be circulated at a later date.

(b) The draft release proposed to require instruction in recovery from spins along with other maneuvers in which the student must receive instruction before being authorized to make solo flights. A spin requirement had previously been included in the skill tests for both private and commercial pilots but was eliminated in 1949. In view of the unfavorable comment on this proposal and considering the suggestions that greater emphasis on the recognition of and recovery from stalls would contribute more effectively to safety, this proposal has been omitted.

(c) To insure that the student pilot has received instruction in all the prescribed procedures and techniques prior to solo flight, the flight instructor will be required to endorse the student's logbook for each instruction flight.

3. *Private pilot certificates; airplane rating.* (a) In lieu of requiring a minimum number of hours of dual instruction, the rule has been amended to specify the particular procedures and maneuvers in which the student must receive instruction. However, 3 hours of dual instruction after the first solo cross-country flight have been included with the expectation that this instruction will tend to correct any bad flying habits which the student might develop between the time of his first solo cross-country flight and his final flight test.

(b) The draft release proposed to modify the flight test to consist of basic airwork and the satisfactory completion of the principal steps in making a cross-country flight. This change was proposed in order to make it possible to complete the test on a single flight and still provide the examiner with a satisfactory basis for judging the applicant's aeronautical skill. The Board is of the view that such a change is required, however, due to the suggestions received and the Board's intention to reconsider the tests for other grades of certificates as well, it has been decided to continue the present skill requirements pending further refinement of the substitute rules. A separate notice of proposed rule making in this matter will be circulated in the near future.

4. *Commercial pilot certificates; airplane rating.* (a) The experience requirements are modified by requiring 50 hours of cross-country time as pilot in command. Present regulations do not require dual instruction time for a commercial pilot certificate, but 10 hours required dual instruction time has been included in this revision to make more certain that the applicant possesses a satisfactory level of competence for the certificate.

(b) Night flight experience requirements have been deleted in this revision, but will be considered in connection with a project under way for evaluation of instrument flight experience requirements for both commercial and private pilots. Until action is taken with respect to this study, an applicant issued a commercial pilot certificate shall be limited in his night flying activity by the recent experience provisions of Part 43.

(c) In the skill tests proposed in the draft release, the acrobatic-type maneuvers were deleted and a cross-country flight similar to the one now required in the private pilot flight test was added. However, further consideration indicated that the proposed test did not differentiate sufficiently between the private and commercial requirements nor did it reflect the skill required of the commercial pilot in the performance of those privileges which he is

authorized to exercise. Consequently, the skill test for the commercial pilot will be reevaluated together with the test for the private pilot to align them more closely with the privileges of each certificate. In the meantime, the present skill requirements are being continued.

5. *Pilot certificates; rotorcraft.* Due to the many improvements in rotorcraft since the present regulations were adopted, piloting techniques have changed correspondingly; hence, virtually all of the flight experience requirements are new. New skill requirements were proposed in the draft release for the rotorcraft pilot but the present ones are being continued with the understanding that new skill tests will be developed in conjunction with the consideration of new tests for pilots with airplane ratings.

6. *Pilot certificates; gliders.* Experience requirements for the private glider certificate have been modified to allow three methods for meeting the required flight time—100 glider flights, 10 hours of flight time, or 3 hours in light airplanes and 7 hours in gliders. The skill requirements for glider pilots contained in the draft release were substantively the same as those in the present regulations and no adverse comment was received. The proposed experience requirements are included in this revision with the addition of certain alternative experience provisions which have been suggested by interested persons.

7. *Special issuance of pilot certificates.* (a) The present regulations give the graduate of an approved flying school full credit for having met the aeronautical experience requirements. The draft release proposed to give the graduate credit for having met the knowledge and skill requirements also. However, comment in opposition to the extension of this credit indicated that the present level of training in approved schools is not always of sufficient caliber to warrant the proposed additional privileges. Consequently, the provisions of the draft release have been modified to authorize the Administrator to recognize the written examinations and flight tests of those schools in which the examination and tests are found by him to be the equivalent of those prescribed in Part 20, and at the same time, retain the provisions which give credit for aeronautical experience gained in a certificated flying school.

(b) The eligibility of members of the various branches of the armed forces for the issuance of pilot certificates on the basis of military competence has been expanded to include the National Guard and the Coast Guard and their reserve components.

(c) In consideration of the high standards of competence set by the military for the issuance of a military instrument certificate, a private or commercial pilot holding a currently effective military instrument certificate may be issued a civilian instrument rating if he meets the other requirements for the issuance of such rating.

(d) The revised regulation will permit the Administrator to credit an applicant, who possesses a foreign pilot certificate, with satisfactory completion of certain required examinations and tests when he finds that the corresponding foreign examinations and tests previously accomplished by such applicant are at least the equivalent of those prescribed pursuant to this part.

8. *Instrument ratings.* In lieu of a specified number of flight hours to satisfy the experience requirements for this rating, an applicant must either hold a commercial pilot certificate, or hold a private pilot certificate and meet the aeronautical experience requirements for the issuance of a commercial pilot certificate. However, a requirement for 10 hours of instrument flight instruction by a rated instrument flight instructor has been added in the belief that this will better insure meeting at least a minimum level of competence on the part of applicants for instrument ratings.

9. *Flight instructor certificates.* (a) The draft release proposed to change the flight instructor rating to a flight instructor certificate and to introduce a new junior flight instructor certificate that would be temporary in nature and enable the CAA to judge the competence of an applicant for a permanent flight instructor certificate by the proficiency of the students he had instructed. The comment was generally in favor of introducing the probationary type of certificate but serious objection to the word "junior" was indicated. The concept of the junior instructor certificate is retained in the revision with the name changed to "limited" flight instructor certificate which is considered to be a more appropriate term. The holder of this limited certificate must either qualify for a regular flight instructor certificate within 2 years or have his certificate renewed. In addition, he must have all of his students examined by a CAA Aviation Safety Agent rather than by a designated flight examiner.

(b) The issuance of the regular flight instructor certificate is based on the instruction record of the limited flight instructor rather than on the basis of a flight test as has been done in the past. In addition to aircraft category ratings for the flight instructor, a new instrument flight instructor rating has been added. A pilot with an instrument rating may secure a flight instructor certificate with an instrument instructor rating by demonstrating that he is competent to give instructions in instrument flying; he will not be required to comply with the general flight instructor provisions.

(c) In line with the general policy of giving the flight instructor more responsibility for preparing students for appropriate certificates and ratings, he will be required to keep a record of each instruction flight.

(d) The present flight instructor rating may be exchanged for a regular flight instructor certificate without further showing of competence.

Interested persons have been afforded an opportunity to participate in the revision of this part (20 F.R. 3028), and due consideration has been given to all relevant matter presented. Since persons affected by the provisions of this revised part need not comply until more than 30 days after it has become effective, it may be made effective immediately.

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#### Amendment 20-1

Clarification of Age Requirements  
for Issuance of Pilot Certificates

Adopted: Dec. 21, 1956  
Effective: Dec. 21, 1956  
Published: Dec. 28, 1956  
(21 F.R. 10369)

Currently effective provisions of Part 20 of the Civil Air Regulations specify a minimum age for applicants for student, private, and commercial pilot certificates.

As written, these minimum age provisions could be construed to mean that a person must reach the specified minimum age before he can apply for a particular pilot certificate, although the intent of the Board in adopting these provisions was to require only that the applicant reach the minimum age specified before being issued a certificate.

Since the present minimum age provisions may be construed to prevent a person from applying for a pilot certificate before reaching the prescribed minimum age, the wording of these provisions is being modified to make it clear that the minimum age requirements apply only to the actual issuance of the certificates. This modification in language will not adversely affect safety since the minimum age for the issuance of the various pilot certificates is not reduced and the privileges associated with such certificates remain unchanged.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and it may be made effective without prior notice.

Amendment revised the first sentence of sections 20.20, 20.50, and 20.80; it also revised sections 20.30, 20.40, 20.60, 20.70, 20.90, and 20.100.

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#### Amendment 20-2

Amendment Extending Mandatory  
Compliance Date of Revised  
Part 20

Adopted: Feb. 19, 1957  
Effective: Feb. 19, 1957  
Published: Feb. 27, 1957  
(22 F.R. 1114)

On August 23, 1956, the Civil Aeronautics Board adopted a revision of Part 20 of the Civil Air Regulations which contains major changes in the requirements for the issuance of student, private, and commercial pilot certificates, and for aircraft, instrument, and instructor ratings. Section 20.2 provides for optional compliance with revised Part 20 until March 1,

1957. At the time of the adoption of the revised part, it was considered that the March 1, 1957, mandatory compliance date would provide sufficient time to enable implementation. However, it has become apparent that unforeseen difficulties in preparing the necessary implementing procedures and instructions make it extremely doubtful that such materials will be available in time for publication in the Federal Register to become effective by March 1, 1957.

In view of the foregoing, the Board is postponing the mandatory compliance date of revised Part 20 to September 1, 1957.

Since this amendment extends the date for compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective immediately.

**Amendment changed mandatory compliance date of Part 20 from March 1, 1957, to September 1, 1957.**

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### Amendment 20-3

#### Miscellaneous Amendments

**Adopted: Apr. 11, 1957**  
**Effective: Apr. 11, 1957**  
**Published: Apr. 17, 1957**  
 (22 F.R. 2657)

Several sections in the recently adopted Part 20 of the Civil Air Regulations contain provisions which duplicate certain provisions in currently effective Part 43 of the Civil Air Regulations. The purpose of this amendment is to eliminate this duplication and to effect certain editorial changes in the interest of clarity.

Parts 20 and 43 both contain sections entitled "Logging of flight time." However, the section in Part 43 explains what flight time may be logged and credited for a higher pilot certificate while the section in Part 20 prescribes the manner in which flight time will be recorded in order to produce a reliable record of flight time. Since the material in both sections is necessary and pertinent to the certification requirements of Part 20, the substance of section 43.44, "Logging of flight time," in Part 43 is being transferred to Part 20 as a new section 20.17 to follow section 20.16, the title of which is being changed to "Pilot logbooks" in order to eliminate duplication of titles and more clearly describe the contents of this section.

The language of the new section 20.17 differs from section 43.44 mainly to the extent necessary to provide for the logging of solo flight time, consistent with the aeronautical experience requirements for pilot certificates. In addition, the present section 20.17, "Change of address," is being renumbered as section 20.18.

Accordingly, an appropriate amendment deleting section 43.44 from Part 43 is being adopted concurrently with this amendment.

Section 20.25, which limits a student pilot to operating the type of aircraft that is endorsed on his student certificate, is duplicated in section 43.55. As this requirement is operational in nature, it is more appropriately included in only Part 43 and is, therefore, being deleted from Part 20 to eliminate duplication.

Paragraph (c) of section 20.136, which provides for the instructors' endorsement of student pilot certificates for solo flight or flight outside the local designated areas, is operational in nature and is duplicated in section 43.64(c) of Part 43. Accordingly, this duplication is being eliminated by retaining this provision in Part 43 and deleting the subject paragraph (c) from section 20.136.

The language in the following sections is being changed in order to more clearly express the intended meaning of provisions within these sections:

(A) *Section 20.5*—A definition of "copilot" is being added to other definitions in section 20.5. The new section 20.17 discussed above introduces the term "copilot" into Part 20. In addition, since the definition of "Second pilot" is no longer appropriate, it is being deleted from this section.

(B) *Section 20.16(a)(3)*—The words "Cross-country distance and destination" are being changed to read "Points of departure and arrival."

(C) *Section 20.16(b)(1)*—The words “or solo” are being added after “pilot in command.” The right to log solo flight time is consistent with the solo flight time aeronautical experience requirements for pilot certificates.

(D) *Section 20.16(b)(2)*—The term “Second pilot” is being changed to “Copilot.” Copilot is more descriptive of the type of piloting time which is appropriate to Part 20.

(E) *Sections 20.34(a) and 20.64(a)*—The word “total” is being changed to “dual instruction and solo.”

(F) *Sections 20.44, 20.74, and 20.104*—The phrase “credited in accordance with section 20.17” is being inserted after the words “flight time” in each of these three sections.

(G) *Sections 20.83(c) and 20.84(c)*—The phrase “or a commercial pilot with a glider rating” is being added after the phrase “an appropriately rated flight instructor.” It was intended that the phrase “appropriately rated flight instructor” would include a commercial pilot with a glider rating who is authorized by section 43.61 of Part 43 to give flight instructions in gliders.

(H) *Section 20.111(b)*—The phrase “taken a flight test” is being changed to “passed an appropriate CAA or military flight test.”

(I) *Section 20.137*—The title “Aviation Safety Agent” is being changed to “CAA Inspector.” The title “Aviation Safety Agent” has been changed by the CAA and the section is being reworded accordingly.

The word “airplane” was inadvertently omitted from the title of paragraph (b) of section 20.120 in the recent revision. This amendment corrects the omission by changing the title of section 20.120(b) to read “Airplane class ratings.” Also the word “glider” was inadvertently omitted in section 20.94(a) in the phrase “or 10 hours of flight time.” This omission is being corrected by changing this phrase to read “or 10 hours of glider flight time.”

The words “and certificates” at the end of the title of section 20.138 are not applicable to the subject matter of this paragraph and therefore are being deleted.

Since the changes effected by this amendment are minor in nature and impose no additional burden on any person, notice and public procedure hereon are unnecessary, and they may be made effective on less than 30 days’ notice.

**Amendment made miscellaneous changes in Part 20 as outlined in the above preamble.**

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#### Amendment 20-4

**Issuance of Instrument Ratings  
Based on Military Competence  
and Issuance of Additional  
Category Ratings for Private  
and Commercial Pilots**

**Adopted: Sept. 19, 1957  
Effective: Oct. 24, 1957  
Published: Sept. 25, 1957  
(22 F.R. 7603)**

Section 20.111(c) of the recently revised Part 20 provides for the issuance of an instrument rating to any applicant who holds a currently effective military instrument card. When this revision was adopted by the Board, it was understood that the military requirements for the issuance of instrument cards were equivalent to those specified for the issuance of an instrument rating under the provisions of Part 20. However, experience with the administration of this section has revealed that some of the military services have issued instrument cards with limitations indicating that the holders are not authorized to exercise full instrument flight privileges. Accordingly, it is now considered necessary to amend the regulations to limit the acceptance of military instrument cards for the issuance of instrument ratings to persons holding military instrument cards which were issued on the basis of requirements at least equal to those standards prescribed for the issuance of an instrument rating under the provisions of this part.

The recently revised Part 20 relates the issuance of additional category ratings to the experience requirements for the original issuance of a pilot certificate with the category rating sought. Previously, the regulations required only that an applicant demonstrate competence in an aircraft of the category for which the rating is sought.

Correspondence has been received from a number of persons engaged in rotorcraft and glider flight training pointing out the adverse effect that the additional cost of securing an additional rating would have on most trainees. A re-examination of the new requirements indicates that they are reasonable with respect to applicants applying for the original issuance of pilot certificates but, when applied to a certificated pilot applying for an additional category rating, they do not appear to make sufficient allowance for the applicant's previous piloting experience and may impose an undue financial burden that is not fully justified in the interest of safety.

Interested persons have been afforded an opportunity to participate in the making of this amendment (22 F.R. 6251), and due consideration was given to all relevant matter presented.

**Amendment added the phrase "if the standards under which the rating was issued are not less than those prescribed for the issuance of an instrument rating under this part." at the end of section 20.111(c) and revised section 20.121(a).**

#### Amendment 20-5

##### Correction of Error

**Adopted: Nov. 26, 1957**  
**Effective: Nov. 26, 1957**  
**Published: Nov. 30, 1957**  
**(22 F.R. 9589)**

Section 20.121(a) of revised Part 20 of the Civil Air Regulations sets forth the requirements which an applicant must meet in order to acquire an additional aircraft rating. This section was recently amended to assure that a person's previous piloting experience would be taken into consideration in connection with his application for a glider pilot certificate.

The basic glider rating provisions of revised Part 20 still require, among other things, that an applicant for such a rating acquire a minimum amount of flight instruction and solo flight time in gliders. However, in amending section 20.121(a) the term "dual instruction" was inadvertently used in place of "flight instruction." This would impose a greater restriction on applicants with previous piloting experience than is imposed on applicants with no previous piloting experience. This was not the Board's intent. Therefore, to correct this error and the resulting inconsistency, it is necessary to substitute the word "flight" for the word "dual" in section 20.121(a)(2).

Since this amendment corrects an error, is minor in nature, and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective immediately.

**Amendment changed the word "dual" to the word "flight" in section 20.121(a)(2).**

#### Amendment 20-6

##### Issuance of U.S. Pilot Certificates to Holders of Foreign Pilot Certificates

**Adopted: Aug. 14, 1958**  
**Effective: Sept. 18, 1958**  
**Published: Aug. 20, 1958**  
**(23 F.R. 6374)**

Part 20 of the Civil Air Regulations establishes, among other things, the requirements for the issuance of student, private, and commercial pilot certificates. Section 20.112(a) provides that an applicant for a U.S. pilot certificate who holds a currently effective pilot certificate issued by a foreign government, may receive credit for his flight experience and for those examinations and tests completed in securing his foreign pilot certificate which the Administrator finds to be at least the equivalent of those required in the Civil Air Regulations for the issuance of a comparable United States pilot certificate.

The Administrator has advised that he has been unable to establish practical procedures for the recognition of the written and flight tests of those countries for which credit has been requested under section 20.112(a). As a result of the difficulties already experienced with this section, the Administrator foresees that an evaluation of the various tests of the many countries for which requests can reasonably be expected would be an administrative impracticability. An example of the difficulties connected with administering this section is the fact that the pilot requirements in most countries are subject to change so that the Administrator would be required to make continued evaluations. In addition, the Administrator would have to determine that each applicant had in fact taken such a test and passed it.

Inasmuch as section 20.112(a) imposes an undue administrative burden on the Administrator and its deletion would not adversely affect safety, the Board is of the opinion that this section should be rescinded. It should be noted, however, that any person may qualify for a U.S. pilot certificate under normal certification procedures.

In addition to the foregoing, section 20.112(b) of Part 20 of the Civil Air Regulations provides that a pilot certificate for a specific purpose may be issued for not more than 90 days to a citizen of a foreign country who holds a currently effective pilot certificate issued by his government, upon submitting to the Administrator reliable evidence of his aeronautical experience and by passing an examination on the air traffic rules contained in Part 60 of the Civil Air Regulations. The Administrator's experience with the operation of this provision indicates that holders of certificates thereunder have not caused any difficulty and that such limited certificates have served a useful purpose. However, where the maximum period for which the Administrator may issue such a certificate does not meet the applicant's needs, the latter must requalify at least every 90 days. Thus, the qualifying procedures must be repeated, although not necessarily dictated by safety factors. It is the Board's view that, inasmuch as the 90-day limitation, in such instances, is burdensome on the CAA and since the CAA's experience in the administration of this section indicates that an extension of the maximum duration to 12 months would not adversely affect safety, section 20.112(b) should be so amended.

Interested persons have been afforded an opportunity to participate in the making of this amendment (23 F.R. 1764), and due consideration has been given to all relevant matter presented.

**Amendment revised section 20.112 by deleting paragraph (a) and by changing "90 days" to "12 months" in the last sentence of paragraph (b).**

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#### Amendment 20-7

**Graduates of Certificated  
Flying Schools**

**Adopted: Aug. 25, 1958  
Effective: Aug. 25, 1958  
Published: Aug. 28, 1958  
(23 F.R. 6663)**

Section 20.110(a) of revised Part 20 deals with the special issuance of pilot certificates to graduates of certificated flying schools. This section recognizes the advantages of an organized training curriculum in an approved school and for this reason gives a graduate of a certificated flying school full credit for having met the aeronautical experience requirements set forth in Part 20 even though the experience requirements established for certificated schools under Part 50 of the Civil Air Regulations are slightly lower than the experience requirements of Part 20. However, the proviso to this section states that a graduate of an approved school who is an applicant for an instrument rating or a limited flight instructor certificate shall meet the aeronautical experience requirements for the issuance of a commercial pilot certificate of Part 20. This section could thus be construed to mean that a graduate of an approved school would be given full credit for his aeronautical experience in acquiring a commercial pilot certificate but that once he had acquired such certificate this same experience would not be sufficient to enable him to apply for an instrument rating or limited flight instructor certificate. This was not the Board's intent.

For many years, Part 20 provided that a graduate of a certificated flying school who was applying for an instrument rating or flight instructor certificate was deemed to have met the aeronautical experience requirements of Part 20 if he were the holder of a commercial

pilot certificate or a private pilot who met the aeronautical experience requirements for the issuance of a commercial certificate under Part 20. It was not the Board's intent in the revision of Part 20 to change the substance of the foregoing provision but merely to restate it in simplified language.

Therefore, in order to clarify section 20.110(a) so that it clearly expresses the Board's intent, it is necessary to amend the proviso to that section to provide that an applicant for an instrument rating or a limited flight instructor certificate shall be the holder of a valid commercial pilot certificate or the holder of a private pilot certificate who meets the aeronautical experience requirements of Part 20 for the issuance of a commercial pilot certificate.

Since this amendment is clarifying in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective immediately.

**Amendment revised the proviso of section 20.110(a).**

**Amendment 20-8**

**Validity and Exchange of Flight  
Instructor Ratings and  
Certificates**

**Adopted: Dec. 30, 1958**  
**Effective: Dec. 30, 1958**  
**Published: Jan. 3, 1959**  
**(24 F.R. 48)**

On August 23, 1956, the Board adopted a revision of Part 20 of the Civil Air Regulations which, among other things, changed the existing flight instructor rating to a flight instructor certificate and provided for the issuance of a limited flight instructor certificate. Section 20.138 of revised Part 20 provided for the exchange of existing flight instructor ratings for the new flight instructor certificates without further showing of competence, and for the continued exercise of the privileges of the existing flight instructor ratings, until July 1, 1958. Thereafter, holders of expired flight instructor ratings would be required to demonstrate continued competence to give flight instruction in order to secure the new flight instructor certificate.

This exchange provision had been the subject of a notice of proposed rule making circulated to the aviation industry in 1955, and was again called to the attention of interested persons on August 23, 1956. In view of this notice, and the two years' time in which to accomplish the exchange, the Board considered that ample time was allowed for compliance with the exchange provision.

Despite the wide circulation given this regulation, it appears that many persons have failed to exchange their ratings for the new certificates by reason of an actual lack of knowledge of the exchange provision, or because of misunderstanding or misinformation on the procedures to be used in securing the new certificates. Several such persons have appealed to the Board, requesting an extension of time in which to accomplish the exchange.

In considering these requests, the Board notes that the exchange provision was primarily for administrative purposes, since a new certificate form had been devised which replaced the previously existing rating endorsed upon the pilot certificate. The skill and knowledge requirements have not been changed. Safety, therefore, will not be adversely affected if the exchange privilege is extended for a period of 90 days in order to allow those persons affected sufficient time in which to accomplish the exchange.

In view of the foregoing, the Board is extending the termination date for the exchange of flight instructor ratings for flight instructor certificates without further showing of competence until April 1, 1959.

Since this amendment extends the date for compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective immediately.

**Amendment revised section 20.138 by changing the date "July 1, 1958," wherever it appeared, to "April 1, 1959".**



## Amendment 20-9

Clarification of Private Pilot  
Experience Requirements for  
Issuance of an Instrument  
Rating

Adopted: July 1, 1959  
Effective: July 8, 1959  
Published: July 8, 1959  
(24 F.R. 5485)

Section 20.127(a) sets forth the aeronautical experience which an applicant must meet in order to acquire an instrument rating. As one of the requirements, it is specified that the applicant must hold either a commercial or private pilot certificate and meet the aeronautical experience requirements for the issuance of a commercial pilot certificate. As part of the aeronautical experience for a commercial pilot certificate section 20.44(c) requires the applicant to secure 10 hours of dual instruction in preparation for the commercial flight test. To require such dual instruction to be made applicable to private pilots seeking instrument ratings is unduly burdensome and has no direct bearing on either the preparation or demonstration of proficiency required for an instrument rating.

It further appears that paragraph (d) of section 20.44, which provides for 10 hours of instrument flight experience, is a prerequisite to fulfilling minimum requirements of ICAO for issuance of a commercial pilot certificate. Since this provision is unrelated to the acquisition by a private pilot of an instrument rating, there is no need to include the requirements of this paragraph as a part of the aeronautical experience requirements that must be met by the private pilot to obtain an instrument rating.

Therefore, in order to clarify the intent of section 20.127(a), it is necessary to amend the provisions of that paragraph to provide that an applicant for an instrument rating who is the holder of a private pilot certificate is not required to meet the aeronautical experience requirements for a commercial pilot certificate specified in section 20.44 (c) and (d).

Since this amendment imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective in less than 30 days.

Amendment revised section 20.127(a).

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 Amendment 20-10

Notation of Physical Deficiencies  
and Issuance of Waivers

Adopted: Sept. 4, 1959  
Effective: Oct. 15, 1959  
Published: Sept. 11, 1959  
(24 F.R. 7307)

Part 29 of the Civil Air Regulations (14 CFR Part 29) is being amended to, among other things, revise section 29.5 relating to issuance of medical certificates to applicants with certain medical deficiencies. As revised, the section does not provide for limited medical certificates or waivers. This makes unnecessary the provision of section 20.10(c), referring to the notation of physical deficiencies on medical certificates and of section 20.10-2, relating to issuance of waivers as provided by section 29.5.

Public notice of the substantive changes proposed in Part 29 was given in Draft Release 59-1 (24 F.R. 2257). Since this amendment to Part 20 is only procedural, clarifying and minor in nature and imposes no additional burden on any person notice and public procedure hereon are unnecessary.

Amendment deleted the phrase "entered on his medical record" from section 20.10(c).

## Amendment 20-11

**Prerequisites for Issuance of  
Class or Type Ratings to  
Private and Commercial Pilots**

**Adopted: Sept. 11, 1959  
Effective: Sept. 18, 1959  
Published: Sept. 18, 1959  
(24 F.R. 7521)**

Section 20.121(b)(1) requires that an applicant for a class or type rating must have made 5 takeoffs and landings as pilot in command and sole manipulator of the controls prior to an appropriate flight test.

The pilot in command portion of this rule imposes a solo flight requirement whenever the aircraft is certificated for operation by a single pilot. Certain pilots have encountered difficulties in obtaining the solo experience required by section 20.121(b)(1) because of the reluctance of aircraft owners to allow their planes to be operated in solo flight by unrated pilots. In the final analysis, the applicant's qualification for the additional rating sought is determined by a demonstration to an FAA Inspector or designated pilot examiner that he can safely fly the aircraft. Consequently, the modification of this technical requirement will not reduce the required level of pilot competency.

This situation can be alleviated by permitting an applicant to satisfy the experience requirements of section 20.121(b)(1) by acquiring the 5 takeoffs and landings as the sole manipulator of the controls, irrespective of whether such is accomplished as the sole occupant of the aircraft or during that period when an appropriately rated pilot is also aboard.

Inasmuch as this amendment will liberalize the experience requirement for a class or type rating and imposes no additional burden on any person, compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act is unnecessary and not required.

**Amendment revised section 20.121(b)(1).**

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 Amendment 20-12

**Knowledge, Experience, and Skill  
Requirements for Private and  
Commercial Certificates**

**Adopted: Nov. 16, 1959  
Effective: March 16, 1960  
Published: Nov. 20, 1959  
(24 F.R. 9362)**

The adequacy of the knowledge, experience, and skill requirements prescribed for applicants seeking private and commercial pilot certificates has been under evaluation since February 1958, when the Civil Aeronautics Board published and circulated Civil Air Regulations Draft Release No. 58-2 proposing certain amendments to those requirements. Industry comment was requested by April 18, 1958, and the time for submission of comment was later extended to July 15, 1958. The proposed amendments were not acted on by the Board prior to December 31, 1958. The Federal Aviation Agency has continued active consideration of the adequacy of the present requirements of Part 20 and has considered the amendments proposed by Draft Release 58-2 and the industry comment submitted in connection with the release.

We find that Part 20 should be amended to require:

1. Dual instruction in the basic control of the airplane by reference to instruments in the private pilot aeronautical experience requirements, and inclusion in the skill requirements of a demonstration of emergency capability in attitude control simulating loss of visual reference during flight operations.
2. A minimum of 10 hours of instrument flight instruction in the aeronautical experience requirements for the commercial pilot.
3. Inclusion of a demonstration of ability to control the aircraft solely by reference to instruments in the commercial pilot skill test requirements.
4. Familiarity with and a demonstration of the use of radio for communications and navigation in the cross-country requirements for private and commercial pilots.

5. A demonstration of cross-country planned flight in the skill test required for commercial pilots.

Draft Release 58-2 proposed an increase of flight experience from 40 to 50 hours for the private pilot applicant. The comment received showed strong objection to a 10-hour increase, but general agreement with the benefits of some instrument training for the private pilot. Recent research conducted in primary flight training at West Virginia University has demonstrated that students who learn to observe and use flight instruments from the beginning of their flight training are much more proficient in holding attitude, altitude, headings and airspeeds in normal VFR flight. Early training develops a keener appreciation of the conditions which must be avoided to prevent involvement with IFR situations and the realization that only a fully trained and qualified instrument pilot should attempt flight under instrument weather conditions. Further, the trainee is provided with the incentive to secure additional training leading to qualification as an instrument-rated pilot.

Flight training which included the early and integrated use of instruments throughout the course did not appreciably increase the total hours required for private pilot certification and consistently produced more competent applicants than those without benefit of such integrated instrument training.

After consideration of all these factors it is felt that no additional mandatory increase in minimum flight experience for the private pilot applicant should be made. Rather, it is left to the individual ability of the student and his instructor to meet the performance standards set forth in this regulation as aeronautical skill requirements. It is believed that the use of a qualified instrument trained flight instructor will prove economical in the saving of flight time required of the average student to meet these performance standards, although this regulation imposes only the requirement that the instructor be the holder of a current Flight Instructor Certificate.

In contrast with the record of no appreciable increase in the total hours of flight instruction required for producing a better private pilot applicant at the West Virginia University research course, a recent survey of several hundred records chosen at random from Federal Aviation Agency files revealed that the average flight time required by the private pilot applicant under present requirements exceeded 60 hours. This is 25 hours above the approved school minimum and 20 hours above the nonapproved school applicant. Federal Aviation Agency records show that about one-half of the active flight instructors now hold instrument ratings and it is urged that operators and students alike make full use of these rated instructors as first choice for their training program.

The number of fatal accidents clearly indicates the need for higher private pilot qualifications. During 1958, private pilots were involved in a total of 272 major accidents in which 345 pilots and passengers were killed and 155 seriously injured. Of these accidents, 120 or 44 percent resulted from inability to cope with emergencies which developed primarily en route, such as becoming lost, loss of control in instrument conditions, and collision with objects in reduced visibility. A total of 125 or 46 percent resulted from fundamental weaknesses in pilot judgment or technique such as stall/spin due to inadequate speed control, attempting operation beyond the pilot's or aircraft's capability, inadequate or no preflight planning or preparation, and exhausting or mismanaging fuel.

We find current trends in general aviation are rapidly bringing about significant changes in the use of airplanes. The performance characteristics and equipment of many aircraft now in production permit flights of considerable distance in a matter of a few hours. This desirable feature in itself brings about exposure to variable and unanticipated visibility conditions. Present navigational equipment makes possible and even encourages continuation of flight under conditions of deteriorating weather, approaching darkness, or on top of an overcast. Also, many of today's airplanes are equipped with instruments which will permit attitude control without reference to the ground provided the pilot has been trained to use them. By contrast, general aviation in the past has been characterized generally by local or medium distance flights during which constant weather conditions usually prevailed.

In consideration of these advantages, the flight test for a private pilot certificate is being revised to require a demonstration of ability to control the attitude of an airplane in flight solely by reference to instruments. The training to meet these standards will be integrated with the student's other primary dual instruction and is not to be given as a separate block of instrument flight instruction. Emphasis given in the instrument training shall be toward development of a better trained and more proficient pilot by providing additional tools and teaching their proper use. Many persons opposed this requirement based on the erroneous opinion that each aircraft utilized would require the same full instrumentation necessary for

IFR operations prescribed by Part 43 of the Civil Air Regulations. An artificial horizon is desirable; however, for the purpose of providing this instruction, the only required additional instruments over those prescribed for VFR operations by Part 43 is a turn and bank indicator and sensitive altimeter. The turn indicator may be driven electrically or by vacuum derived from a motor-driven or venturi installation. The extended visor cap is recommended as a means of simulating instrument flight conditions. This method permits the flight instructor to better observe and avoid other traffic.

Section 20.44(d) presently provides for 10 hours of instrument flight experience for the commercial pilot applicant but only as an alternative to not having his certificate endorsed to state that fact. This amendment eliminates this provision and makes the 10 hours of instrument flight experience a required standard for the issuance of a commercial pilot certificate. Provision is made for the reissuance of a certificate without endorsement to the holder of a currently endorsed certificate upon showing evidence of having met the instrument flight experience requirements of this amendment. Since there are no operating restrictions issued in connection with the endorsement, it is meaningless except that a certificate so endorsed may not be valid for use in foreign countries because it does not meet the commercial pilot standards prescribed by Annex I of the International Civil Aviation Organization (ICAO). Adoption of this amendment will permit the United States to notify ICAO that our certification standards for the commercial pilot meet this international standard.

The principal reason for the adoption of the 10 hours of flight experience and demonstration of skill stems from the fact a commercial pilot has the privilege of piloting aircraft for hire. During cross-country flight he may encounter unanticipated adverse weather conditions, particularly at night, and he should be able to control the attitude of the airplane by reference to instruments and to cope with reduced visibility conditions in piloting the airplane out of such areas. Therefore, 10 hours of instrument flight experience and a demonstration of ability to control an airplane in flight solely by reference to instruments is being required for the commercial pilot applicant.

It should be clearly understood that the instrument training and demonstration of basic instrument flight capability required by this amendment for private and commercial pilot applicants convey no instrument flying privileges. To engage in instrument operations, the pilot must hold an instrument rating and the airplane must be equipped for IFR operations as prescribed by Part 43 of the Civil Air Regulations.

The changes included in this amendment constitute part of our safety program designed to improve the competence of the student, private, and commercial pilot. Additional revisions of the Civil Air Regulations to further implement this safety program are under consideration and if adoption is found desirable, will be circulated for industry comment. \* It is to be noted the amendments herewith adopted will come into effect 4 months after the adoption date. This period has been provided to permit pilots now in training ample opportunity to be certificated under the present requirements if desired.

In consideration of the foregoing, and since the changes included in this amendment substantively agree with those published as a notice of proposed rule making in the Federal Register (23 F.R. 1014), Part 20 of the Civil Air Regulations (14 CFR Part 20) is hereby amended as follows, effective March 16, 1960:

Amendment revised sections 20.24(b), 20.33(b), 20.35(b), 20.43(a) and (b), and 20.44(b), (c), and (d); added new sections 20.34(d), 20.35(g), and 20.45(e), (f), and (g); and a note at the end of sections 20.35 and 20.45.

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#### Amendment 20-13

Special Issuance of Pilot  
Certificates

Adopted: May 10, 1960  
Effective: May 17, 1960  
Published: May 17, 1960  
(25 F.R. 4344)

Section 20.110(b) of the Civil Air Regulations provides for the issuance of a private or commercial pilot or limited flight instructor certificate or an instrument or aircraft rating without further showing of competence to an applicant who has graduated from an approved

course of a certificated flying school within the preceding 90 days if the Administrator finds that the aeronautical knowledge and skill requirements of such course are the equivalent of those prescribed in Part 20. Airman agencies whose courses are found to meet the requirements of this section may be issued examining authority by the Federal Aviation Agency, after which specified pilot certificates and ratings are issued to qualified graduates without additional written or flight tests.

Certificated airman agencies may obtain such examining authority only if their approved courses provide both ground school and flight training which are adequate to insure that graduates meet the certification standards. This requires ground as well as flight training personnel, facilities, and equipment; and a means of developing and maintaining current written examinations which are the equivalent of those prescribed by the FAA for the particular certificates or ratings involved.

Many certificated airman agencies are well qualified to provide flight training and testing to meet the aeronautical skill requirements of Part 20, and others are equally well qualified to provide ground school training and testing to meet the aeronautical knowledge requirements of this part. However, very few are qualified with respect to training and testing for both aeronautical knowledge and skill. We believe that such agencies which are not qualified to provide both services should be permitted to examine their graduates for aeronautical skill only, or for aeronautical knowledge only, depending upon their particular qualifications. Graduates of agencies authorized to conduct examinations for aeronautical skill only, or for aeronautical knowledge only, will be required to pass the prescribed FAA aeronautical knowledge or aeronautical skill examination, respectively, before they may be certificated.

Accordingly, section 20.110(b) of the Civil Air Regulations is being revised to provide for acceptance of the certificate of graduation from an authorized airman agency as evidence that the applicant has met the aeronautical knowledge requirements, or the aeronautical skill requirements, or both the aeronautical knowledge and skill requirements of Part 20. This amendment will have no effect upon those agencies which now have examining authority for both aeronautical knowledge and skill, or upon those which may subsequently apply for such authorization.

The title of section 20.110 and the first sentence of paragraph (a) of the section are being changed to conform with the terminology of Part 50 of the Civil Air Regulations.

Since this regulatory action imposes no additional burden upon any person, notice and public procedure hereon are unnecessary, and good cause exists for making the amendment effective on less than 30 days' notice.

**Amendment changed the title of section 20.110 and the first sentence of paragraph (a), revised paragraph (b), and deleted section 20.110-1.**

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#### Amendment 20-14

**Revision of Requirements for  
Flight Instructor Certificates**

**Adopted: Sept. 23, 1960  
Effective: Sept. 23, 1960  
Published: Sept. 29, 1960  
(25 F.R. 9287)**

Part 20 of the Civil Air Regulations prescribes the requirements applicable to the issuance of flight instructor certificates. An applicant for original flight instructing privileges must first obtain a limited flight instructor certificate. After one year he is eligible for the flight instructor certificate, provided he has trained at least 5 successful candidates for pilot certificates or instrument ratings. These candidates must be flight tested by a Federal Aviation Agency Inspector, who is thus afforded the opportunity to evaluate the effectiveness of the instruction.

Many limited flight instructors qualify 5 successful candidates in a short period of time, but must wait the full year before applying for their flight instructor certificate. The Federal Aviation Agency considers that the experience gained by a limited flight instructor in qualifying at least 5 successful candidates plus the demonstration of competence evidenced by the ability of his students to maintain a satisfactory level of flight safety while under his supervision is sufficient to qualify him for a flight instructor certificate. Therefore, no useful purpose is served in requiring a one-year waiting period.

Since this one-year waiting period is not necessary in the interest of safety and deprives the industry of the services of qualified flight instructors, the FAA considers that it should be deleted from the requirements for the issuance of a flight instructor certificate. Accordingly, section 20.135(a) of the Civil Air Regulations is being amended to permit the issuance of a flight instructor certificate to the holders of limited flight instructor certificates at any time after they have qualified at least 5 successful candidates for pilot certificates or instrument ratings and have demonstrated their competence to serve as flight instructors.

Since this amendment relieves a present restriction and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

**Amendment revised section 20.135(a).**

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