communication with air traffic control for those pilots with higher certificates and ratings who no longer have medical certificates, but who self certify that they are physically fit to fly. The FAA may reconsider this issue, however, based on comments received.

3. General Discussion of Principal Issues in This NPRM

This NPRM incorporates many of the concepts developed through the public hearings, the JTA, and the public comments received in Docket Nos. 25627 and 25910.

Docket No. 25627 was established to receive comments throughout the entire regulatory review and will remain open until the FAA publishes a notice of its closing. This docket facilitates the orderly flow of collecting comments, recommendations, and ideas from the public. Docket No. 25910 was established to receive specific comments from the public on NPRM No. 89–14, which was the Phase 1

proposal.

The proposals in this NPRM cover a broad range of issues. The major proposals included in this NPRM are as follows: (1) Clarify and standardize terminology; (2) establish a new powered-lift category rating; (3) establish separate class ratings for nonpowered and powered gliders; (4) establish a flight instructor certificate in the lighter-than-air category; (5) establish instrument ratings for singleengine airplanes, multiengine airplanes, airships, and powered-lifts; (6) revise the recency of experience requirements; (7) revise recreational pilot certification and authorization requirements; (8) require human factors training for all certificates and ratings; (9) replace flight proficiency requirements for training and certification with more general approved areas of operation; (10) revise the training times for the aeronautical experience requirements to permit the student and the instructor to tailor the training to the individual student's needs; (11) remove and reserve part 143 and establish a new subpart I in part 61 for ground instructors; (12) require ground instructor certificates to be based on aircraft category; (13) require applicants for a ground instructor certificate to accomplish a practical test; (14) revise the certification and test courses in part 141 to accommodate all aircraft categories and new technology; (15) establish a check instructor position to perform student and instructor checks and tests at part 141 pilot schools; (16) delete exceptions that permit pilots to be certified without meeting the English language fluency requirements; (17) revise the medical

eligibility requirements for applying for all certificate levels and ratings by only requiring applicants to hold a third class medical certificate; and (18) delete the requirement for recreational pilots to hold a medical certificate.

Due to the length of this notice, the preamble addresses the proposed changes to parts 61, 141, and 143 in two major sections. First, a general subject discussion of major issues is presented. Second, proposed changes are discussed briefly in a section-by-section analysis.

It should be noted that parts 61 and 141 are republished here in their entirety. All sections, except those specifically noted, include a modified format, standardized terminology, and the deletion of gender references. Several sections, which are noted in the section-by-section discussion contain no revisions or editorial changes. Three of these sections, §§ 61.58, 61.63, and 61.67, have been proposed to be revised in NPRM No. 92–10, "Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers," (57 FR 35888-35938; August 11, 1992). In addition to proposed additions, deletions, and substantive changes to the regulations, the FAA seeks in this proposal to continue its policy of simplifying regulations through editorial style changes. Wherever possible, the rules are broken down into brief sentences and outline format. Therefore, some section numbering would change under this proposal. In addition, the FAA has proposed numerous non-substantive changes to the regulations, and where necessary has proposed numerous revisions involving clarity and conformity.

B. Part 61 Issues

1. Definition of Terms

The FAA proposes to establish a new § 61.1a, "Clarification of Terms." The intent of the section is to ensure more consistent use of terms throughout the text under part 61. The terms to be clarified include:

a. Aeronautical Experience

This term means pilot time obtained in an aircraft, flight simulator, or flight training device for meeting the appropriate training and flight time for an airman certificate, rating, flight review, or recency of flight experience, of part 61.

b. Airman Certificate

This term describes a pilot certificate (other than a student pilot certificate), flight instructor certificate, or a ground instructor certificate that is issued under part 61. This would not include other

airmen as described in the Federal Aviation Act of 1958, as amended, which also applies the term to repairmen, mechanics, aircraft dispatchers, parachute riggers, other flight crewmembers, and air traffic controllers.

c. Authorized Ground Instructor

This proposal includes a provision to incorporate part 143, Ground Instructors, into part 61. The term would describe a person who holds a current ground instructor certificate with ratings that apply to the training being given, and who is authorized by the Administrator to give that training.

d. Authorized Flight Instructor

This term would clarify that a flight instructor must hold a current flight instructor certificate with ratings that apply to the training being given, and be authorized by the Administrator to give that training.

e. Cross-Country Time

The FAA proposes to describe cross country time for three separate circumstances: (1) For persons who hold a private, commercial, or airline transport pilot certificate; (2) for persons applying for a private or commercial pilot certificate or instrument rating; and (3) for military pilots. These issues are addressed further in the discussion of logging of pilot time.

f. Examiner

The term would refer to persons authorized to conduct practical tests or knowledge tests under part 61.

g. Flight Training

The term would refer to training received from an authorized flight instructor in actual flight in an aircraft.

h. Ground Training

The term would refer to training other than flight training received from either an authorized ground instructor or an authorized flight instructor.

i. Instrument Approach

This term would define an instrument approach as an approach procedure defined in part 97 and conducted to an established minimum descent altitude (MDA) or decision height (DH), or if necessary, to a higher altitude selected for safety reasons by ATC.

j. Instrument Training

The term would refer to time in which instrument training is received from an authorized flight instructor under actual or simulated instrument flight conditions.