to be kept for 3 years. In addition, although the proposed rule does not specify this, ground instructors should log the time during which they give ground training, to demonstrate sufficient experience giving ground training to ground instructor applicants.

12. Recency of Experience

Existing §143.19 specifies that a ground instructor may not perform the duties of a ground instructor unless, within the 12 months before intending to perform the duties, the instructor has served for at least 3 months as a ground instructor, or the FAA has determined that the instructor meets the standards prescribed in part 143. Proposed §61.225, "Recency of experience for a holder of a ground instructor certificate," would state that a person's ground instructor certificate remains current for providing ground training for airman certification purposes, provided that person has either: (1) Trained at least one student and endorsed that student for a practical test; or (2) received an endorsement from a flight instructor or ground instructor indicating that the person had demonstrated satisfactory knowledge in the areas of operation that apply to the person's ground instructor ratings. The FAA believes these provisions will ensure that ground instructors stay current on industry developments, without imposing significant costs and burdens on persons who hold ground instructor certificates.

13. Conversion to New System of Ground Instructor Certificate

The proposal would establish a 2-year period during which holders of ground instructor certificates could convert those certificates to the new system. The holder of a ground instructor certificate with a basic rating or an advanced rating would be permitted to exchange that certificate for a ground instructor certificate with an airplane category rating. The holder of a ground instructor certificate with an advanced rating and an instrument rating would be permitted to exchange that certificate for a ground instructor certificate with an airplane category rating and instrument rating. The holder of a ground instructor certificate who also holds a flight instructor certificate would be permitted to exchange the ground instructor certificate for a ground instructor certificate with the same aircraft category and instrument ratings as on that person's flight instructor certificate.

14. Medical Certificates

a. Medical Eligibility Requirement for Applying for a Pilot or Flight Instructor Certificate

The FAA proposes to change the medical certificate requirements for eligibility for pilot and flight instructor certificates. Under the proposed revision to §61.23 and other sections, applicants would only need a thirdclass medical certificate to be eligible to apply for a private, commercial, or an airline transport pilot or flight instructor certificate. Requirements for exercising the privileges of each certificate would remain as they are now. That is, a second-class medical certificate still would be required to exercise the privileges of a commercial pilot certificate, and a first-class medical certificate would be required to exercise the privileges of an ATP certificate.

The concept behind the proposed changes is that pilots should be encouraged to continue training and earning new pilot certificates, regardless of whether they intend to use the certificates. In some cases, pilots may qualify for a third-class medical certificate, which is sufficient for undergoing training and taking a practical test for a commercial or ATP certificate, but may not meet the requirements for a second- or first-class medical certificate. The FAA believes that lack of the more stringent medical certificate should not prevent the pilots from earning the more advanced pilot certificates and enhancing their pilot skills and proficiency.

The FAÅ proposes to include a provision in § 61.39, "Prerequisites for practical tests," requiring an applicant to hold at least a third-class medical certificate, if a medical certificate is required. Section 61.39 currently requires a practical test applicant to hold a current medical certificate that applies to the certificate sought or, in the case of a rating to be added to a pilot certificate, at least a valid third-class medical certificate. Corresponding changes are also proposed to the subparts addressing the various certificates and ratings.

b. Medical Requirements for Recreational Pilots and Holders of a Higher Pilot Certificate Exercising the Privileges of a Recreational Pilot Certificate

The FAA is proposing to allow pilots who hold recreational pilot certificates and those higher rated pilots who elect only to exercise recreational pilot privileges to operate aircraft without a medical certificate. Specifically, this proposal would include student pilots who are seeking a recreational pilot certificate, holders of a recreational pilot certificate, and holders of a higher pilot certificate who elect only to exercise the privileges of a recreational pilot certificate. This proposal would be a significant departure from long-standing FAA policy.

Since the early 1930s all pilots, except glider and balloon pilots, have been required to hold medical certificates in order to exercise the privileges of their pilot certificates. The FAA determined that medical certificates were required for the purpose of ensuring the safety of the pilot in command and passengers, and also for the safety of people and property on the ground. As a result of the EAA petition discussed earlier and the interest shown in the general aviation community, the FAA is seeking wider comment on whether recreational pilots and holders of a higher pilot certificate who elect to exercise the privileges of a recreational pilot certificate should be required to hold medical certificates. The FAA is also seeking data on any safety or other public interest concerns that may arise from obviating any review of medical qualifications by medical professionals.

Pilots applying for a recreational pilot certificate would be required to certify at the time of application that they have no known medical condition or deficiency that makes them unable to operate the aircraft in a safe manner. This requirement parallels the provisions that are now provided to balloon and glider pilots under the current rules. This proposal would prohibit pilots from exercising the privileges of a recreational pilot certificate if they have a known medical condition or deficiency that would make them unable to operate the aircraft in a safe manner or if they are taking any medication or receiving other treatment for a medical condition that would make them unable to operate the aircraft in a safe manner. (This ongoing obligation is discussed in more detail under the section-by-section analysis.) The FAA is not proposing specific medical standards for this pilot selfevaluation but instead are proposing that pilots self-evaluate prior to each flight whether they have any medical conditions that would inhibit their ability to operate the aircraft in a safe manner. The FAA would rely on the pilot's knowledge and judgment as to their medical fitness for conducting each flight. The FAA strongly encourages the public to comment on whether there should be specific medical standards upon which the pilot should base their self-evaluation. If so, what should those standards be? In