certificate, letter of authorization, or appropriate ratings through inaccurate translations. This amendment would also help to ensure that all requirements of § 61.75 are met and there is no endorsement on the certificate stating that the pilot has not met all of the standards of the International Civil Aviation Organization (ICAO) for that license. This proposal would require evidence of meeting medical standards on which foreign certificates are based and an English-language transcription of the foreign medical certificate.

The FĂA also proposes to revise § 61.75 to eliminate the issuance of commercial pilot certificates when issuing U.S. pilot certificates on the basis of a foreign pilot license. Under the proposed amendment, the U.S. would honor or accept a foreign-issued pilot certificate for the issuance of a U.S. private pilot certificate only. This would replace the current practice of issuing a private pilot certificate to the holder of a foreign private pilot license, and a commercial pilot certificate to the holder of a foreign commercial, senior commercial, or ATP license. This change would be mainly for clarification because current policy is to endorse the U.S. commercial pilot certificate as "not valid for operations for compensation or hire," which effectively limits the certificate to private pilot privileges only. The proposed rule would delete language specifically disallowing the U.S. certificate to be used for agricultural operations. However, persons who have been issued commercial pilot certificates on the basis of their foreign pilot certificate prior to the effective date of this rule would be allowed to continue to hold that pilot certificate. However, if the person seeks an additional rating, then the certificate would be reissued at the private pilot certificate level.

The FAA also proposes to revise § 61.75 to delete language that bases the pilot privileges on those authorized by the foreign pilot license. Under the proposal, the holder of a U.S. private pilot certificate issued under § 61.75 would be permitted to act as a pilot of a U.S.-registered civil aircraft in accordance with private pilot privileges authorized by part 61 that are placed on the U.S. certificate. This will clarify that operating authority is derived from the U.S. private pilot certificate issued, which contains the privileges and limitations. Any additional limitations and restrictions (e.g., weight of aircraft) that are on the foreign pilot license are incorporated by reference onto the U.S. private pilot certificate. The proposed rule language would further clarify that personal possession of the foreign pilot

license is required in order to exercise the privileges of the U.S. private pilot certificate. Finally, the proposal would clarify that the pilot would not be allowed to exercise the privileges on the U.S. certificate if the foreign pilot license was revoked or suspended.

Under current § 61.75. FAA practice permits persons who cannot read, speak, write, and understand the English language to be issued a pilot certificate with certain limitations restricting operations in airspace requiring the use of the English language. In accordance with this proposal, the practice would be discontinued and persons issued certificates under this section would be required to be able to read, speak, write, and understand the English language. However, those persons who cannot read, speak, write, and understand the English language and who have been issued pilot certificates with limitations that restrict operations in airspace requiring the use of the English language prior to the effective date of this rule would be allowed to continue to hold that certificate. If the person seeks an additional rating or higher level pilot certificate, then the certificate would not be issued unless the person is able to read, speak, write, and understand the English language.

The regulation currently requires evidence that the applicant meet the medical standards for the foreign pilot license on which the application for a U.S. certificate is based. This evidence may include a U.S. medical certificate. The proposed rule would state specifically that the applicant must hold a current medical certificate, either issued under part 67, or issued by the state that issued the foreign pilot license.

Special Purpose Pilot Authorization

The FAA proposes to revise the rules regarding the issuance of special purpose pilot certificates for the operation of U.S.-registered civil airplanes leased by a person who is not a U.S. citizen. The FAA proposes to replace the issuance of special purpose pilot certificates with the issuance of special purpose pilot authorizations that will be issued by a Flight Standards District Office (FSDO). Persons who have been issued special purpose pilot certificates, prior to effective date of this rule, would continue to be allowed to exercise the privileges of that certificate until the certificate expires. However, once the special purpose pilot certificate expires, the pilot would be required to surrender the certificate for a special purpose pilot authorization and comply

with the provisions contained in proposed § 61.77.

Standardization of the "Age 60 Limitation" for Airmen Employed by Foreign Air Carriers in Scheduled International Air Services or Non-Scheduled International Air Transport Operations

The FAA proposes to clarify §§ 61.3 and 61.77 relating to the "Age 60 Limitation" with part 121. This proposal will cover all U.S. and foreign pilots, who are 60 years of age or older, and who are employed by a foreign air carrier that operates U.S.-registered civil aircraft for compensation or hire in scheduled international air services and non-scheduled international air transport operations. This proposal will make the rules of part 61 consistent with the standards contained in part 121.

17. Logging Flight Time

The FAA proposes revisions in the logging of pilot flight time. The proposals are contained in § 61.1a, Clarification of terms, and in § 61.51, Pilot logbooks.

The FAA proposes these revisions largely in response to public concern regarding various aspects of the rules on logging flight time. Many of the participants at the public hearings encouraged the FAA to clarify the existing regulations. For example, some recommended that the term "solo flight time" be deleted and that student pilots be permitted to log "solo" time as PIC time.

Proposed § 61.1a would clarify that pilot time is any time a person operates as a required pilot, receives training from an authorized instructor, or gives training in an aircraft, flight simulator, or flight training device. Flight time would be clarified as pilot time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest at the point of landing. The FAA proposes that in the case of a nonpowered glider, flight time would begin when the nonpowered glider commences being towed for the purpose of flight and would end when the nonpowered glider comes to rest at the destination.

In § 61.1a, the FAA proposes to describe cross-country time for three separate circumstances: For persons who hold a private, commercial, or airline transport pilot certificate; for persons applying for a private or commercial pilot certificate or instrument rating; and for military pilots. For holders of private, commercial, or airline transport pilot