speak well enough to participate clearly and safely in radio communications.

21. Flight Training Given by a Flight Instructor Not Certificated by the FAA

Existing §61.41, "Flight instruction received from flight instructors not certificated by the FAA," permits flight training received by a flight instructor who is not certificated by the FAA to be credited toward the requirements for a U.S. pilot certificate or rating. However, the instructor is required to either be a: (1) Member of an Armed Force of either the United States or a foreign contracting State to the Convention on International Civil Aviation in a program for training military pilots; or (2) flight instructor authorized to give that flight training by the licensing authority of a foreign contracting State to the Convention on International Civil Aviation and the flight training is given outside the United States.

Section 61.41 contradicts existing § 61.3, which states that flight training must be given by the holder of a flight instructor certificate issued by the Administrator. The exceptions to this requirement do not include flight instructors who are not certificated by the FAA. The absence of an exception for these flight instructors has caused confusion in relation to § 61.41. Currently, the FAA permits flight training received by a flight instructor who meets the requirements of § 61.41 to be credited toward the requirements found in part 61.

The FAA proposes to revise § 61.3 to ensure that, under certain circumstances, the recipient of flight training from a flight instructor who is not certificated by the FAA, may credit that flight training toward the requirements in part 61. Such a privilege is granted in the existing regulation but is subject to misinterpretation.

22. Second-in-Command (SIC) Training and Recent Experience

The FAA proposes to clarify the familiarization review requirements under § 61.55 for pilots serving as SIC of an aircraft that requires more than one pilot. Under the proposal, a person serving as SIC would be required to have completed, within the previous 12 calendar months, a familiarization review on specific subjects for the type of aircraft in which privileges are requested. As with other issues in this proposal, the FAA seeks greater structure and standardization.

The proposed section would maintain current provisions providing exceptions to the training requirements. For example, the training requirements do not and would not apply to pilots qualified as PIC or SIC under parts 121, 125, or 135. In addition, pilots designated as SIC for the purpose of receiving flight training required under §61.55, where no passengers or cargo are carried on the aircraft do not and would not have to meet the training requirements. Exceptions to the training requirements would also continue to be made for pilots holding a commercial pilot or ATP certificate in the case of ferry flights, test flights, or evaluation flights, provided no persons or cargo unnecessary for conducting the flight are carried aboard the aircraft.

23. Knowledge Tests

As discussed in the section on Clarification of Terms, the FAA proposes to use the term "knowledge test" to replace the term "written test." Knowledge tests will include tests administered by computer, which already are acceptable to the FAA; this term will update the FAR terminology to conform with the educational community.

In addition, the FAA proposes to require that applicants for knowledge tests obtain a logbook endorsement from an instructor in order to be eligible to take a knowledge test. This will end the current practice in which applicants request an FAA inspector from a FSDO to review and discuss their home study materials as evidence that they have completed a home study course. This practice constitutes an unnecessary workload for the FAA and is a role more properly filled by ground or flight instructors. Home study would still be acceptable; the only change would be that an instructor's endorsement would be required, but a review by the FAA would not.

The FAA proposes to continue requiring an endorsement to take the knowledge test to dissuade applicants from taking the test with inadequate preparation, again, to avoid undue administrative burden. Many applicants taking and retaking the knowledge tests might delay grading and response time, which would be unfair to applicants who completed courses and prepared for the tests.

24. Standardized Syllabus

The Notice of Hearings (54 FR 22732; May 25, 1989) invited public comment on whether parts 61 and 141 should be consolidated into one regulation and whether all training should be performed from a standardized curriculum. Under the current system, pilot and flight instructor training is conducted to meet the criteria and requirements of aeronautical knowledge and flight proficiency, as set out in part 61 and the PTS. There is no requirement in part 61 for an applicant to complete an FAA-approved ground and flight training syllabus before obtaining a pilot or instructor certificate or rating.

Part 141 provides a specific method for meeting the part 61 requirements through training programs conducted at approved schools that offer standardized curricula and are monitored by the FAA to ensure quality training. Part 61 requires specific course structure and organization, detailed recordkeeping, increased standardization of training, and increased supervision of training. Testing standards are the same for pilots trained at non-approved schools or by independent instructors.

Although many of the comments received in response to the Notice of Hearings and at the public hearings supported consolidating parts 61 and 141, many commenters also wanted to maintain the current system of approving FAA pilot schools under part 141 and having schools and independent instructors operate under part 61 only.

However, during the public hearings, many participants agreed that performing training under a standard curriculum or syllabus may be beneficial. Nevertheless, they disagreed on whether the written training program should be prepared by the FAA or developed by industry and approved by the FAA. Many recommended that outlines be generated by the school and approved by the FAA. Some commenters noted that peculiarities of geographic area may not be included in a syllabus generated by the FAA. Participants suggested that a general syllabus could be published in an advisory circular format as guidance.

Based on the public comments and its own study of the issue, the FAA believes that part 61 and part 141 should not be combined or consolidated. However, the FAA is proposing that all training for pilot, flight instructor, and ground instructor certificates and ratings should be performed according to a written syllabus. The intent of this proposal is to encourage all training to be conducted according to a more organized and standardized format. This approach to training would give students and trainees the benefit of more structured training programs, an advantage that currently exists in training conducted under part 141 (or parts 121 and 135). The FAA believes that many independent instructors and pilot schools conducting training under part 61 already understand this and use