hours of flight time that includes at least 15 hours of flight training time from an authorized flight instructor and 15 hours of supervised PIC flight time. However, a student pilot who does not have previous aviation experience or who trains infrequently may need more time than the minimum 30 hours of flight time, 15 hours of flight training time from an authorized flight instructor, and 3 hours of supervised PIC flight time. The student pilot and flight instructor may need to tailor the training to require 27 hours of flight training time from an authorized flight instructor and 3 hours of supervised PIC flight time.

The FAA proposes to revise the privileges and limitation requirement for a recreational pilot certificate by allowing a recreational pilot to act as PIC of an aircraft on a flight that exceeds 50 nautical miles from the departure airport, without receiving training for a private pilot certificate. However, the pilot would be required to receive the proposed training and an endorsement to conduct a flight that exceeds 50 nautical miles.

These proposed revisions will improve interest in the recreational pilot certificate and will encourage more people to seek pilot certification.

34. Preflight Planning

The FAA proposes to revise the aeronautical knowledge areas for a recreational or private pilot certificate to reflect the requirements for preflight action found in § 91.103.

The current aeronautical knowledge requirements for the private pilot certificate applicant with an airplane or rotorcraft category rating include VFR navigation, using pilotage, dead reckoning, and radio aids. These requirements have been interpreted to include the preflight action items in § 91.103. The proposal to add the items found in § 91.103 to the proposed aeronautical knowledge areas would avoid any misinterpretation of the applicant's aeronautical knowledge requirements.

35. Limitations on Cross-Country Endorsements

The FAA proposes to revise § 61.93 to clarify the cross-country flight requirements for students and recreational pilots seeking a private pilot certificate. Under the proposal, the limitations placed in the student's logbook for a supervised PIC cross-country flight would have to be met at the time of the student's departure.

The existing rule, which requires that each supervised PIC cross-country flight be subject to conditions listed in the student's logbook is ambiguous. Incidents have occurred where a student has departed on a cross-country flight without adhering to limitations in the student's logbook. Also, the dispatching flight instructor may not be the student's principal instructor and may not be familiar with the student's personal limitations. The proposal would permit the principal instructor to list limitations considered necessary for the safety of flight (e.g., weather minimums, maximum crosswind components, time frames for departure and completion) that would have to be met before a student could depart on a cross-country flight.

This proposal also would require a revision of the language in § 61.195 on flight instructor authorizations to be compatible with language proposed in § 61.93.

36. Night Flight Training

The FAA proposes to clarify and modify night flight training requirements for private pilot and commercial pilot applicants. The FAA proposes to require night operations as an area of operation for airplanes, powered-lift, and rotorcraft ratings.

An exception would be permitted for pilots whose training and certification occurs in geographic latitudes where there is no nighttime for extended periods. In the United States, this only applies to persons who receive their training in Alaska. The proposed rule would permit a 1-year exception for these pilots. Within 1 year after receiving their certificate with a night flying limitation, pilots would be required to obtain the minimum 3 hours of night flight training and have the restriction removed.

Another exception would be proposed for persons with medical restrictions against night flight, because of vision problems. Persons in this group would be permitted to carry the night flight limitation on their certificates indefinitely.

This proposal would require more pilots to gain exposure to night flight. Experience shows that, even if pilots have no intention of flying at night, situations arise in which they might encounter delays and be tempted to complete a trip after dark. It is critical for pilots to understand how different night operations are from daytime operations and to understand their personal limitations.

However, a person who has been issued a pilot certificate without meeting the night flying requirements of this proposal, prior to effective date of this rule, would be allowed to continue to hold that pilot certificate with the

night flying limitation. If the person seeks an additional rating or higher pilot certificate level, the person would be required to comply with the night flying requirements that are appropriate to the pilot certificate level.

37. Private Pilot Limitations

The FAA proposes several significant changes to the current § 61.118 [proposed § 61.113], "Private pilot privileges and limitations: Pilot in command."

Under the current regulation, a private pilot may serve the public in humanitarian-type missions, if the pilot is not compensated. The FAA has granted exemptions to public service organizations to permit reasonable reimbursement to volunteer private pilots for expenses incurred for serving the public in such flights. The FAA proposes to permit private pilots to be reimbursed for aircraft operating expenses (i.e., fuel, oil, and airport expenditures) incurred while serving the public in certain public humanitarian missions (i.e., Civil Air Patrol, Sheriff Department, etc.).

Under the proposal, search and location activity would be permitted when the activity is under the direction and control of local, state, and federal law enforcement agencies. The FAA believes that skilled private pilots are a valuable resource to enforcement agencies conducting search and location missions and that this resource should be available under controlled conditions. The proposal is intended to permit private pilots to conduct searches in conjunction with search and location operations. The FAA considers a search and location operation as a flight or series of flights authorized by and under the direction and control of local, state, or federal law enforcement agencies for the purpose of searching for lost or injured persons and communicating the location of these persons to the appropriate authorities. The proposal is intended to include a pilot and the minimum essential number of persons required to perform observation, map reading, and communication duties. For example, under the proposal, a private pilot could act as PIC of an aircraft carrying fire fighters searching for a fire. This proposed paragraph would not permit a private pilot to transport fire fighters from one location to another. In addition, the proposal is not intended to involve private pilots in the transportation of emergency response personnel and victims.

The FAA also proposes to clarify how a private pilot may share expenses with passengers. Under the current rules, a