private pilot may only share the operating expenses of a flight with passengers. The FAA proposes to specify that these operating expenses be restricted to fuel, oil, and airport parking expenditures only, and that these expenses be shared equally between the pilot and the passengers.

The FAA also proposes to clarify the provisions permitting private pilots to conduct flight operations for charitable events. Under the proposal, the regulation would specify that, if a private pilot functioned as a PIC of an aircraft for a passenger-carrying airlift sponsored by a charitable organization, the sponsor of the airlift would have to provide a signed letter with information on the event, and a photocopy of the pilot's pilot certificate, medical certificate, and logbook entries showing compliance with recency of experience requirements and the 200-hour minimum total experience requirement.

Other aspects of the provisions for private pilots' operations in charitable events would remain largely the same. Aircraft maintenance would be required to be in accordance with subpart E of part 91, although the specific reference in current rule to a required 100-hour inspection and compliance with § 91.409 would be deleted. Nevertheless, those requirements are applicable and would continue under the proposal. In addition, reference to specific U.S. Department of Treasury documents would be replaced with a more general requirement that the charitable organization be identified as such by the Department of the Treasury.

Under this proposal, specific reference to private pilots engaged in aircraft sales would be deleted. The existing rule states that a private pilot, who is an aircraft salesman and who has logged at least 200 hours of flight time, is permitted to demonstrate an aircraft in flight to a prospective buyer. This proposed revision does not eliminate this private pilot privilege, however, because it is covered in the proposed § 61.113(b).

Finally, a new provision would be added to clarify that a private pilot who meets the requirements of § 61.69 may act as PIC of an aircraft towing a glider and log that flight time. This is consistent with current and proposed § 61.69.

38. Glider Towing

Section 61.69, "Glider towing: Experience and instruction requirements," currently provides two means for a person to qualify as a PIC of an aircraft towing a glider. The proposed rule would retain the first alternative in § 61.69, which requires

the person to have made and logged at least three flights as sole manipulator of the controls of an aircraft towing a glider while accompanied by a qualified pilot. Under this proposal, the second alternative in §61.69, would be removed. This alternative allows for the person to have made at least three flights as sole manipulator of the controls of an aircraft simulating glider towing flight procedures and at least three flights as pilot or observer in a glider being towed by an aircraft. The FAA believes that safety will be better served if a person's first experience actually towing a glider occurs while that person is accompanied by a qualified pilot, rather than flying solo, as may be the case currently.

39. Eligibility for Commercial Pilot Certificate

The FAA proposes changes to current § 61.123, "Eligibility requirements: General" and § 61.129, "Airplane rating: Aeronautical experience." Section 61.123 currently requires applicants for the commercial pilot certificate with an airplane category rating either to have a private pilot certificate or to have passed the private pilot written and practical tests. Under this proposal, § 61.123 would list the private pilot certificate as a prerequisite for commercial pilot certificate applicants for all aircraft categories. This would, in effect, require applicants to take the private and commercial practical tests separately, so that applicants actually have a private pilot certificate when they apply for the commercial pilot certificate.

The proposed change is not intended to require that the private pilot certificate necessarily be in the same category and class of aircraft for which the applicant seeks a commercial pilot certificate.

The other proposed changes to eligibility requirements for commercial pilot certificate applicants would affect English language ability; applicants would be required to read, speak, write, and understand the English language, and no exceptions would be made. In addition, a third-class medical certificate, rather than a second-class medical certificate, would be required. Proposed § 61.23 would require, as is currently the case, that a person hold at least a second-class medical certificate to exercise the privileges of a commercial pilot certificate.

Current holders who cannot read, speak, write, and understand the English language, but have been issued pilot certificates with limitations that restrict operations in airspace requiring the use of the English language, would

be allowed to continue to hold their certificates. However, if a person seeks an additional rating or higher level pilot certificate, then the certificate will not be issued unless the person is able to read, speak, write, and understand the English language.

40. Use of Turbojet Airplanes for Commercial Pilot Certification

The FAA proposes to revise § 61.129, the aeronautical experience requirements for a commercial pilot certificate with an airplane category rating, to permit the use of turbine powered airplanes. The existing rule requires a minimum of 10 hours of flight training and practice given by an authorized instructor in operations in airplanes with retractable landing gear, flaps, and a controllable pitch propeller. However, some commercial pilot applicants may wish to complete their training in turbine-powered airplanes, and some military pilots may not have demonstrated procedures pertaining to the use of a controllable pitch propeller. Because a turbine-powered airplane does not necessarily have a propeller, training and demonstration of flight proficiency in such an airplane does not satisfy existing requirements. However, a turbine-powered airplane clearly meets the regulatory intent of requiring an applicant to demonstrate proficiency in a relatively complex airplane.

As proposed, an applicant could perform the 10 hours of flight training and practice given by an authorized instructor in either a turbine powered airplane or an airplane with retractable landing gear, flaps, and a controllable pitch propeller. The 10 hours of flight training and practice could also be met with a combination of hours in the two airplanes.

Existing § 61.127, which requires demonstration of flight proficiency in an airplane equipped with a retractable landing gear, flaps, and controllable propeller(s), would be revised to include turbine-powered airplanes.

41. Commercial Pilot Experience—Cross Country Training Flight

The FAA proposes to establish two new cross-country flight training requirements for commercial pilot certificate applicants for airplane, helicopter, gyroplane, airship, and powered-lift ratings: a daytime VFR cross-country flight and a nighttime VFR cross-country flight. Both flights would have to be in the same category and class of aircraft for which the commercial pilot certificate was sought.

The FAA proposes these additional cross-country requirements because current training requirements appear