inadequate and are outdated. The intent of the proposals is to increase applicants' exposure to the demands and pressures of cross-country navigation under both day and night conditions, in increasingly complex airspace conditions, and at commercial pilot level standards. The FAA believes that this additional experience under flight instructor supervision will help produce better trained commercial pilot applicants.

## 42. ATP Requirements

The FAA proposes several changes in the eligibility requirements for the ATP certificate. The English language capability requirement would be simplified and standardized with other certificate levels. The reference in current §61.151 to accent or speech impediment that would interfere with two-way radio conversation would be deleted. At least a third-class medical certificate, rather than a first-class medical certificate, would be required for the certificate (although a first-class medical certificate still would be required to exercise the privileges of the certificate). In addition, the current requirement in §61.151 for a high school education or equivalent would be deleted. The FAA believes that because of the higher levels of education typically attained by ATP certificate applicants, this is now an obsolete requirement.

The provision in current §61.157 permitting ATP certificate applicants to obtain an instrument rating in conjunction with the ATP certificate is obsolete. Therefore, the FAA proposes to require in §61.151 that an applicant for an ATP certificate either must hold a commercial pilot certificate and instrument rating that applies to the category and class of aircraft for which the ATP certificate is sought or, if a U.S. military pilot, meet the requirements of §61.73 for a commercial pilot certificate and instrument rating. An applicant who holds a foreign pilot license would be required, under the proposal, to hold either a foreign ATP certificate or commercial pilot license and instrument rating with the appropriate aircraft category and class rating. Currently, it is rare for an ATP applicant to lack an instrument rating, and in the current NAS an instrument rating is, for practical purposes, a prerequisite for the ATP certificate.

Under the proposal, applicants under 23 years of age could continue to take the knowledge test for the ATP certificate. The proposal would eliminate the current provision in § 61.153 that requires applicants to meet the eligibility requirements (other than the age minimum) before taking the written, or knowledge, test. Thus, in this NPRM, it would not be necessary to meet any of the eligibility requirements to take the knowledge test, but the eligibility requirements would apply to a person seeking to take the practical test. However, an applicant would have to be at least 23 years old to take the practical test; the FAA proposes to delete the exception to this requirement currently found in §61.39. This revision proposes that an applicant meet the 23 year old age requirement to be eligible to take the practical test for an ATP certificate.

The FAA also proposes to clarify, reorganize, and update the aeronautical knowledge areas covered under §61.153. Whereas airplane and rotorcraft aeronautical knowledge currently is covered under separate sections that are cross-referenced, the proposal would list a single set of required aeronautical knowledge areas. The current reference to "air navigation facilities on Federal airways such as rotating beacons, course lights, and radio ranges" would be deleted. Other items, such as flight crew physiological factors and aeronautical decision making, judgment, and windshear avoidance would be added.

Aeronautical skill areas currently addressed in §§ 61.157 (airplane rating) and 61.163 (rotorcraft) would be addressed in proposed § 61.155, "Flight proficiency." This proposed section contains a single set of areas of operation for the single-engine airplane, multiengine airplane, helicopter, and powered-lift ATP ratings.

The practical test for the ATP certificate-airplane, rotorcraft, or powered-lift—would be based on the approved areas of operation listed in proposed § 61.155.

To apply for a practical test for an ATP certificate, a person must meet the eligibility requirements for the certificate, as well as meet the aeronautical knowledge and experience requirements.

An applicant who is seeking a type rating on an ATP certificate or adding a type rating to a ATP certificate would be required to receive and log ground and flight training on the approved areas of operation and receive a logbook endorsement that the training was completed, except in the case of an employee of a part 121 or 135 certificate holder. In that case, the employee would be permitted to present a training record that shows satisfactory completion of the certificate holder's approved PIC training program for the aircraft type rating sought.

The areas of operation contained in the rules are written in general terms to align it with the standards for practical tests. The FAA believes this will permit flexibility in the test and reflect current needs of the NAS environment in which the holder of the ATP certificate would operate. Applicants would prepare for the test, in part, by referring to the appropriate practical test standards. As an example, the areas of operation include preflight preparation and procedures; inflight procedures; instrument procedures; takeoff and departure; landings; normal, abnormal, and emergency procedures; and postflight procedures.

Under the proposal, aeronautical experience requirements would be reorganized for clarity and easier reference. The proposal would not change the specific hour requirements.

Powered-lift requirements would be patterned on the airplane requirements. However, for powered-lift, no provision is contained in the proposed rule for flight engineer time to be credited toward the required 1,500 hours of total time as a pilot. The reasons that provisions for flight engineer time is not being allowed for the powered-lift rating is because to date, the existing poweredlifts under development are not designed with a flight engineer station.

In proposed § 61.157, "Aeronautical experience: Airplane category rating," SIC time acquired in an airplane with a flight manual or type certificate that requires more than one pilot would still count toward meeting the pilot time experience requirements. All SIC time in an airplane for a part 121 or 135 certificate holder for which a SIC was required also would be counted.

The FAA proposes to delete the provision that requires a pilot who seeks an airline transport pilot certificate in a small helicopter to obtain a helicopter type rating. The FAA believes that small helicopters should not be treated differently than the other small aircraft. Historically, the FAA policy on requiring a pilot who seeks an airline transport pilot certificate in a small helicopter to obtain a helicopter type rating was based on the operating requirements of part 127, "Certification of Operations of Scheduled Air Carriers with Helicopters." Specifically, § 127.173(a) is the rule the FAA based its determination on requiring a pilot who seeks an airline transport pilot certificate in a small helicopter to obtain a helicopter type rating. Upon a closer reading of existing § 61.5(b)(5)(iii), however, it is stated that ratings are issued under this part for, "Small helicopters for operations requiring an airline transport pilot certificate."

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