between complex and non-complex aircraft.

9. Renewal of Certificate

Currently, § 141.27 states that a pilot school that meets the requirements under part 141 for the issuance of the pilot school certificate will have its certificate renewed for 24 months. The FAA proposes to clarify the requirements a pilot school needs to meet to have its certificate renewed.

Under the proposal, the FAA would determine if: (1) The school's personnel, aircraft, facility, airport, approved training courses, and training records meet the requirements of part 141; (2) within 24 months prior to the date application is made for renewal of its pilot school certificate, the school trained at least a total of 10 students in any of its approved training courses and recommended those students for a certificate, rating, or a qualification, and those students completed a practical test, knowledge test, or end-of-course test; and (3) within 24 months prior to the date application is made for renewal of its pilot school certificate, at least 80 percent of the school's students passed the required practical test for the pilot, flight instructor, or ground instructor certificate or rating sought. The proposal would permit a pilot school that does not meet the renewal requirements listed in items (2) and (3) to apply for a provisional pilot school certificate.

In addition, the FAA proposes to eliminate the requirement that a provisional pilot school apply for a pilot school certificate not less than 30 days prior to the expiration of the provisional pilot school certificate. The purpose for this proposal is to encourage schools to apply for their pilot school certificate as soon as they meet the requirements and thus will give FAA FSDO's more time to complete certification of the school in a timely manner. In the past, some schools have complained that they have had to wait for their certificates, because of the heavy workloads in their local FAA FSDO. The FAA believes this proposal will benefit the schools by allowing the FAA to respond to school applications in a more timely manner.

10. Recordkeeping Requirements for Pilot Schools With Examining Authority

The FAA proposes to revise the recordkeeping requirements in § 141.67 for pilot schools with examining authority. The current rule requires a pilot school with examining authority to submit a copy of the appropriate training record for each person recommended by the pilot school for a pilot certificate or rating to the FAA FSDO.

The FAA proposes to eliminate the current requirements and to require pilot schools with examining authority to: (1) Maintain a record of all temporary airmen certificates it issues; (2) submit each graduate's application for airman certificate within 7 days after the graduate passes the required knowledge or practical test; (3) make the proposed record of all temporary airman certificates available to the Administrator on request; and (4) surrender the proposed record of all temporary airman certificates to the Administrator on expiration of the school's examining authority.

These proposed records of all temporary airmen certificates would have to be a chronological listing that includes: (1) The name of each student to whom a temporary airman certificate was issued; (2) the date of issuance; (3) the student's permanent mailing address and telephone number; (4) the title of the training course; (5) the name of the person who conducted the knowledge or practical test; (6) the type of temporary airman certificate or rating issued; and (7) the date the graduate's airman application file was sent to the FAA for processing of a permanent airman certificate.

In addition the school would be required to maintain a photocopy record containing each student's: (1) Graduation certificate; (2) airman application; (3) temporary airman certificate; (4) superseded airman certificate (if applicable); and (5) knowledge or practical test results.

11. Reorganization of Requirements for Courses That Are Approved Under Part 141

The FAA proposes to reorganize in the part 141 appendixes the criteria for training courses a pilot school could offer. This proposal would eliminate some courses, expand other courses, and establish criteria for new courses. The FAA proposes to give pilot schools and provisional pilot schools that request approval for a training course within the first year after the effective date of this rule the option to request approval of their current training courses or their proposed training courses. This option would give pilot schools and provisional pilot schools up to 3 years to request approval for a training course based on this NPRM.

The FAA's proposed reorganization would: (1) Eliminate test courses; (2) replace test preparation courses with special preparation courses; (3) expand the proposed special preparation courses to include additional subjects; and (4) propose additional courses. Each

course is discussed later according to the title of the proposed appendix.

The proposal to eliminate test courses would delete existing appendix B, "Private Test Course," and appendix E, "Commercial Test Course." FAA Order 8700.1 chapter 141 defines a test course as "a course of training for students who have accomplished more than half of the required time under part 61." The FAA believes that criteria for such courses would not be necessary. A pilot school that desires to offer a similar course could apply for approval of a course that would train students to a performance standard.

The proposed kind of special preparation courses are: (1) Agricultural aircraft operations; (2) rotorcraft external-load operations; (3) pilot refresher; (4) flight instructor refresher; (5) ground instructor refresher; (6) special operations; and (7) test pilot.

The private pilot and commercial pilot certification courses would be revised to apply to all aircraft categories, rather than only to the airplane category. This would eliminate appendix F, "Rotorcraft, Glider, Lighter-Than-Air Aircraft, and Aircraft Rating Courses." The FAA also proposes to add the following certification courses: (1) Recreational pilot; (2) airline transport pilot; (3) flight instructor; (4) flight instructor instrument; and (5) ground instructor. Unlike current certification courses, the revised course would include minimum eligibility requirements, which are discussed later.

Revisions to the courses would correspond to the proposals in part 61 to: (1) Establish a powered-lift category rating; (2) establish separate class ratings for nonpowered gliders and powered gliders; (3) establish an instrument rating for airships; (4) establish instrument ratings for singleengine and multiengine airplanes; (5) establish a flight instructor certificate in the lighter-than-air category; (6) certificate ground instructors under part 61; (7) revise ground instructor ratings; (8) revise aeronautical knowledge areas; and (9) replace flight proficiency requirements with approved areas of

The proposed appendixes would require students who desire to enroll in the flight portion of the course to meet specific eligibility requirements. They would require an applicant to hold: (1) The necessary pilot or flight instructor certificate; (2) the necessary medical certificate or present a signed and dated statement by the person certifying that the person has no known medical defects that make the person unable to pilot a glider or balloon, as required; and (3) any necessary ratings on the