pilot or flight instructor certificate. For example, a person who desires to enroll in the flight portion of a private pilot certification course would be required to hold at least a student pilot certificate and a third-class medical certificate or the proposed medical requirements for a rating in a glider or balloon. The proposed requirements are similar to the eligibility requirements found in part 61 for pilot, flight instructor, and ground instructor applicants. The proposed eligibility requirements would not impose on applicants new requirements that are not found in part 61. Part 141 would still contain the certification requirements for pilot schools and part 61 would still contain the certification requirements for pilot, flight instructor, and ground instructor applicants.

The proposal for these eligibility requirements would permit students who do not meet the minimum eligibility requirements of part 61 or part 141 to enroll in the ground portion of a course. The FAA believes that any person should be able to enroll in the ground portion of a course to enhance aeronautical knowledge.

In the past, there have been instances in which a student has desired to enroll in the ground portion of a course prior to meeting the minimum eligibility requirements for the certificate. For example, a student who desires to enroll in the ground portion of the flight instructor certification course may not hold a commercial pilot certificate. However, that student may be scheduled to accomplish the practical test for the commercial pilot certificate, which would let the student meet the eligibility requirements. In another example, a student may desire to enroll in the ground portion of a flight instructor certification course to see if flight training is a career alternative. Currently, the FAA has issued an exemption to Cochise Community College in Douglas, Arizona, that permits its students to enroll in the ground portion of the school's flight instructor certification course while the student waits for scheduling of the commercial pilot practical test.

The FAA proposes, throughout the appendixes, to replace the term "solo practice" with "supervised PIC practice." The FAA believes this phraseology will more clearly define the flight instructor's responsibilities when their students are performing solo flight. The intent of this proposed phraseology is to ensure that flight instructors more closely monitor and direct their students when they are performing solo flight.

## 12. Appendix A—Recreational Pilot Certification Course

The FAA proposes to establish criteria for courses that provide a means for students to receive training and for pilot schools to give training for a recreational pilot certificate under part 141.

To enroll in the flight portion of the course, a person would be required to hold a student pilot certificate.

The course would require a minimum of 20 hours of ground training on the same aeronautical knowledge areas that are proposed in part 61 for a recreational pilot certificate. The knowledge area would include ground training on:

(1) The applicable FAR for recreational pilot privileges, limitations, and flight operations that apply to the aircraft rating sought;

(2) Accident reporting requirements of the NTSB;

(3) Use of the applicable portions of the "Airman's Information Manual" and FAA advisory circulars;

(4) Use of aeronautical charts for VFR navigation using pilotage with the aid of a magnetic compass;

(5) The recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;

(6) The safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;

(7) The effects of density altitude on takeoff and climb performance;

(8) Weight and balance computations;(9) Principles of aerodynamics,

powerplants, and aircraft systems;

(10) Stall awareness, spin entry, spins, and spin recovery techniques, if applying for an airplane-single engine rating;

(11) Aeronautical decision making and judgment; and

(12) Preflight action that includes a. How to obtain information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts, and fuel requirements;

b. How to plan for alternatives if the planned flight cannot be completed; and c. Proper planning procedures for

possible traffic delays. The proposed course would consist of at least a minimum of 30 hours of flight training (of which 15 hours must be with an authorized flight instructor and 3 hours must be supervised PIC training), which is the same as in the proposed part 61 requirements. The difference between the total minimum

flight training hours (30 hours) and the hours of training with an authorized flight (15 hours) and supervised PIC training (3 hours) is 12 hours, which will allow the schools to develop their recreational pilot certification course with the individual student in mind. For example, a student who has previous aviation experience and takes readily to the training may be able to complete training for a recreational private pilot certificate with only the minimum 30 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, or some combination of those hours.

The FAA has elected to remain silent on the matter of the maximum time that may be credited for stage and end-ofcourse tests for the approved training course requirements. The FAA believes that the individual school and the local FAA FSDO is the better place for deciding how much time should be permitted for stage checks and end-ofcourse tests for each syllabus. The school and the approving FAA FSDO should evaluate each syllabus, and determine how much time a certain stage check or end-of-course test may be credited toward the total approved course requirement. After receiving course approval, the FAA and the school must continue to monitor the average length of time that it takes to conduct a specific stage check or endof-course test, and be prepared to modify the syllabus when needed.

## 13. Appendix B—Private Pilot Certification Course

The FAA proposes to establish this appendix, which would include certification courses for a private pilot certificate with all category and class ratings. It would include courses currently found in appendix A and sections C.II, D.II, E.II, and E.III of appendix F. The proposed appendix would reflect the proposals in part 61 to establish a powered-lift category rating, and to establish separate class ratings for nonpowered gliders and powered gliders.

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