Persons who desire to enroll in the flight portion of a course would be required to hold: (1) A student pilot certificate; and (2) a third-class medical certificate, or in the case of course of training for glider or balloon rating, have a signed and dated application that they have no known medical defects that makes them unable to pilot a glider or balloon.

The proposed minimum ground training requirements would consist of the same aeronautical knowledge areas proposed in part 61 for a private pilot certificate.

The proposed flight training would consist of the same approved areas of operation proposed in part 61 for a private pilot certificate. The FAA is proposing to permit each school to tailor the course requirements around the individual student's needs. For example, a student who is seeking a private pilot certificate, and who has previous aviation experience and takes readily to the training may be able to complete training for a private pilot certificate with only the minimum 35 hours of flight time that included 20 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 35 hours of flight time, 20 hours of flight training time from an authorized flight instructor, and 5 hours of supervised PIC flight time. The student pilot and flight instructor may need to tailor the training to require 30 hours of flight training time from an authorized flight instructor and 5 hours of supervised PIC flight time, or some combination of those hours.

Current appendix A requires an applicant for a private pilot certificate with an airplane category rating to perform five takeoffs and five landings at night. The FAA proposes to require an applicant for a private pilot certificate with an airplane, rotorcraft, or powered-lift category rating to receive at least 3 hours and 10 takeoffs and 10 landings night flight training. However, the FAA proposes to include the provision in § 61.110 of this chapter that will exempt certain applicants from the night flying certification requirements.

The proposed time with a flight instructor on the areas of operation or in supervised PIC practice differ from the current requirements. The FAA proposes few minimum requirements or no minimum requirements. However, the training course would be required to include hours or flights for students to receive training on the approved areas of operation and for students to perform directed PIC practice that helps the student develop proficiency, resourcefulness, self-confidence, and self-reliance.

The existing appendix contains provisions that permit a school to credit stage checks and end-of-course tests toward the total hour course requirements. Currently, a maximum of 3 hours may be credited toward the total ground portion of the approved private pilot course requirements. A maximum of 4 hours may be credited toward the total flight portion of the approved private pilot course requirements. Under this proposal, the FAA has elected to remain silent on the maximum time that may be credited for a specific stage check and end-of-course test for the approved training course requirements. The FAA believes that the individual school, after receiving approval from their FAA FSDO, is the better place for deciding how much time should be permitted for a specific stage check and end-of-course test of 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.

14. Appendix C—Instrument Rating Course

The FAA proposes to revise appendix C to include all instrument ratings, rather than the airplane only. It includes courses currently found in appendixes C, F, and H.

The proposed appendix would include courses for the proposed instrument-powered-lift rating, instrument-airship rating, instrumentairplane single-engine rating, and instrument-airplane multiengine rating.

To enroll in the flight portion of the course, a student would be required to hold: (1) A private pilot certificate with an aircraft category and class rating appropriate to the instrument rating for which the course applies; and (2) at least third-class medical certificate.

The proposed ground training content would be the same as proposed in part 61 for an instrument rating, and includes windshear avoidance and aeronautical decisionmaking and judgment. The appendix would require the same amount of ground training that currently exists for an initial instrument rating, which is the same as currently required for an airplane-instrument rating. As a result of this reorganization of the appendixes of part 141, this would, in effect, lower the minimum required ground training requirements from 35 hours to 30 hours for an initial instrument rating in a helicopter. A proposed 20 hours of ground training would be required if the course is for an additional instrument rating, which differs from the current requirement for 15 hours in the test preparation course. Because of the lowering of the pilot experience requirements for applying for an instrument rating, the different knowledge, skills, and abilities required for the different instrument ratings, and the emphasis for more detailed ground training requirements, the FAA believes the increase is necessary.

The flight training would be on the same approved areas of operation as proposed in part 61 for an instrument rating. In addition, the revised appendix would clarify the existing requirement for a cross-country flight by requiring a minimum straight-line distance between airports for one of the legs; this is also proposed in part 61.

A minimum of 35 hours of flight training would be required for all five types of instrument ratings, which is the same amount currently required for an instrument rating in an airplane or a helicopter. A percentage of the minimum hours in a course for a rating in an airplane, rotorcraft, or powered-lift could be given in a flight training device by an authorized flight instructor.

The existing appendix contains provisions that permit stage checks and end-of-course tests to be credited toward the total hour course requirements. Under this proposal, the FAA has elected to remain silent on the maximum time that may be credited for a specific stage check and end-of-course test for the approved training course requirements. The FAA believes that the individual school, after receiving approval from their FAA FSDO, should decide how much time should be permitted for a specific stage check and end-of-course test 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.