certificated for one pilot are currently operated by one pilot. However, some aircraft (e.g., the Cessna Citation 501 and 551) are type certificated for one pilot, but are operated by either one- or two-pilot crews. The FAA realizes that some pilots may desire to operate an aircraft type certificated for one pilot with a two-pilot crew. In this situation, the applicant would have the option not to demonstrate single-pilot competence, but a limitation would be placed on the applicant's airman certificate that states a SIC is required. This limitation could later be removed if the pilot demonstrates single-pilot competence. This proposal is consistent with FAA Order 8700.1, "General Aviation Operations Inspector's Handbook," regarding aircraft that are type certificated for one pilot, but are operated with both one- and two-pilot crews. The proposal would not change regulations for applicants that apply for a certificate or rating in aircraft that are usually operated by one pilot. These applicants already are required to demonstrate single-pilot competence on the practical test; and

(5) Codify the procedures, which are currently found in FAA Order 8700.1, that address the issue of the examiner or the applicant may discontinue the practical test due to inclement weather conditions, aircraft airworthiness, or other flight safety concerns.

Section 61.45 Practical Tests: Required Aircraft and Equipment

Proposed § 61.45 would be retitled to read, "Practical tests: Required aircraft and equipment," instead of "Flight tests: Required aircraft and equipment." The FAA proposes to revise this section by replacing the term, "flight test" with "practical test" and "flight proficiency requirements" with "approved areas of operation."

The significant proposed changes to § 61.45 are as follows:

(1) Exclude explicitly the use of ultralights and hang gliders as acceptable aircraft for use in practical tests. The use of ultralights and hang gliders are unacceptable aircraft for use in pilot certificate tests. Aircraft other than ultralights, and the pilots who operate them, are subject to extensive Federal regulations found throughout the FAR. Ultralights are subject to separate standards in part 103, which provides that ultralights are not required to meet the airworthiness certification, pilot certification, aircraft registration, or aircraft marking requirements of the other aircraft. Section 103.1 states, in part, that ultralight vehicles "are used or intended to be used for recreation or sport purposes only";

- (2) Exclude balloons from the current requirement for pilot seats in an aircraft used for the practical test. Section 61.45 currently requires that the aircraft used for a flight test have "pilot seats with adequate visibility for each pilot to operate the aircraft safely." Most balloons do not have seats and this requirement is customarily waived for balloon practical tests;
- (3) Require a lighter-than-air aircraft used for a practical test to have required controls easily reached and operable in a normal manner by both pilots. Permit an examiner to waive the requirement that states "controls easily reached and operable in a normal manner". However, the examiner must determine that the lighter-than-air aircraft used for the practical test can be operated safely; and
- (4) Require applicants for any practical test to perform the test in a two-place aircraft. This would eliminate the provision for an applicant for a gyroplane class rating to accomplish the practical test in a single place gyroplane. In the past, the FAA has permitted examiners to observe the practical test from the ground when the aircraft was a single-place aircraft. Predominately, gyroplanes were singleplace aircraft that required examiners to monitor the practical test from the ground. However, the FAA has determined there are a significant number of two-place gyroplanes that render the current provisions no longer necessary. After discussions with many of the primary manufacturers of gyroplanes, the FAA believes that there are an adequate number of two-place gyroplanes that make the existing rule unnecessary. The FAA believes the importance of the practical test makes it extremely necessary that examiners be able to observe applicants during the practical test.
- (5) Permit the use of aircraft with a primary airworthiness certificate to be used for a flight test. The purpose for this proposal is a result of an oversight that occurred during the issuance of the Primary Aircraft Final Rule (57 FR 41360; September 9, 1992). In the SUPPLEMENTARY INFORMATION section (in the paragraphs entitled "Rental and Flight Instruction" and "Pilot Certification") of that final rule, the FAA stated that the use of primary aircraft are permitted to be used for rental, flight instruction, and pilot certification. However, the FAA did not provide for this in that final rule.

Section 61.47 Status of an Examiner Who is Authorized by the Administrator to Conduct Practical Tests

The FAA proposes to change the title of the section from "Flight tests: Status of FAA inspectors and other authorized flight examiners" to "Status of an examiner who is authorized by the Administrator to conduct practical tests." Additionally, this section would contain minor editorial and format revisions.

Section 61.49 Retesting After Failure

The FAA proposes to reformat this section. In addition, the FAA proposes to delete the existing requirement for an applicant to wait 30 days before reapplying for a practical test following a second and subsequent disapprovals. In lieu of the 30-day waiting period, the applicant would be required to receive an endorsement from an authorized ground or flight instructor, as appropriate.

Section 61.51 Pilot Logbooks

The significant proposed changes to this section are as follows:

(1) Clarifies the procedure in logging PIC flight time;

(2) Eliminates the term "solo flight time" and replaces it with the term "supervised PIC time";

(3) Clarifies when a flight instructor and a certificated pilot who are on board an aircraft at the same time may each log PIC flight time;

(4) Permits student pilots who meet certain provisions to log PIC flight time;

(5) Requires the pilot who logs SIC flight time to meet the requirements of § 61.55;

(6) Specifies the necessary information when a pilot logs instrument time for the purpose of meeting the instrument currency requirements;

(7) Specifies the necessary information when a pilot logs training time: and

(8) Specifies the requirements that a flight instructor would need to meet to log PIC flight time.

Section 61.53 Operations During Medical Deficiency

The FAA is proposing to make two significant changes to this section. First, in response to the proposed changes that would permit pilots to exercise the privileges of a recreational pilot certificate without holding a medical certificate, the FAA is proposing to divide § 61.53 into two paragraphs. Paragraph (a) would apply to operations that require pilots to hold medical certificates issued under part 67. Paragraph (b) would apply to operations