in which pilots are not required to hold medical certificates. While paragraph (b) was developed primarily in response to FAA's petition that proposes to permit a pilot without a medical certificate to exercise the privileges of a recreational pilot certificate, it also if adopted, would apply to glider and balloon operations.

Under proposed paragraph (b), a pilot who chooses to exercise recreational pilot privileges or flight in a glider or balloon would not be required to obtain a medical certificate. The pilot, however, still would be required to self evaluate themselves on their current medical condition prior to exercising their pilot certificate privileges. As long as the pilot had no reason to believe that they were not medically fit for piloting. the pilot would be able to conduct these limited operations. As a result, a pilot who fails a medical exam given by an aviation medical examiner (AME) would be able to exercise their pilot certificate provided the pilot exercised recreational pilot privileges only or was piloting a glider or balloon operations. Pilots would be required to self evaluate themselves utilizing their judgment that they are medically fit to fly. In addition, pilots who hold special issuance medical certificates, which require routine check-ups by an AME, may decide to give up their medical certificates and only fly in recreational pilot operations if they believe that they are medically fit to fly. Pilots experiencing medical symptoms that would prevent them from safely exercising the privileges of their certificate, or that raise a reasonable concern, would be on notice that they cannot claim they have no known medical deficiencies. As an example, a pilot who is under physician's care for, or is currently suffering from angina pectoris or a coronary heart disease would not be able to exercise their pilot certificate as the pilot in command or as a required flight crewmember under the provisions of this proposed rule. Another example would be a pilot who is under a physician's care for, or is currently suffering "blackouts" would not be able to exercise their pilot certificate as the pilot in command or as a required flight crewmember under the provisions of this proposed rule. The proposed rule changes will require each pilot to self evaluate their current medical condition and then exercise reasonable judgment prior to exercising their pilot certificate. The FAA has not established a list of disqualifying medical conditions because the intent of this proposal is not to establish another class of medical certification to replace

the 3rd class medical certificate. However, depending on the responses received from the public on this proposal, the FAA reserves the right to establish a list of disqualifying medical conditions in the final rule if there is a need shown for it. The FAA recognizes that many of its regulations require pilots to exercise reasonable judgment and is dependent on all pilots adhering to an unwritten "honor code."

#### Section 61.55 Second in Command Qualifications

The FAA proposes to revise this section by being more specific about the SIC training requirements.

## Section 61.56 Flight Review

This section is being reprinted without changes. Amendment No. 61-93 "Amendment of the Annual and Biennial Flight Review Requirements", which became effective on August 31, 1993 (58 FR 40562; July 28, 1993) revised this entire section. Amendment No. 61–93 amended this section by deleting the requirement that recreational pilots and noninstrumentrated private pilots with fewer than 400 hours of flight time (hereafter, the "affected pilots") receive 1 hour of ground and 1 hour of flight instruction annually. The final rule amended the biennial flight review by requiring all pilots to receive a minimum of 1 hour of ground instruction and 1 hour of flight instruction. Additionally, the final rule provided that flight instructors who renew their flight instructor's certificate by means of an approved flight instructor refresher course need not accomplish the 1 hour of ground instruction previously required in the BFR.

# Section 61.57 Recent Flight Experience: Pilot in Command

The proposed changes in this section are as follows:

(1) Require each pilot to make at least three takeoffs and three landings to a full stop within the preceding 90 days;

(2) Require the three takeoffs and three landings made to a full stop to involve a flight in the traffic pattern at the recommended traffic pattern altitude for the airport;

(3) Delete the clarification of night (the definition already exists in § 1.1);

(4) Modify the requirements for recent instrument experience;

(5) Modify the requirements for the instrument proficiency test; and

(6) Extend the exception requirements for the general and night recency experience requirements of § 61.57 to PICs of part 125 operators as that afforded PICs of part 121 and part 135 operators.

## Section 61.58 Pilot-in-Command Proficiency Test: Operation of Aircraft Requiring More Than One Required Pilot

This section has been addressed in a separate NPRM that is entitled, "Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers," and was issued on July 15, 1992 (57 FR 35915; August 11, 1992).

The existing section is republished with minor editorial and format modifications. Those minor editorial modifications would include a proposal to revise existing § 61.58(b)(3), (c)(2), and (e) by eliminating reference to part 127, because there are no part 127 operators and haven't been for years. Furthermore, the FAA proposes to add part 125 operators to existing §61.58(b)(3), (c)(2), and (e) in reference to persons conducting operations under part 125. Part 125 operators were not addressed in this section when the part was initially established on February 3, 1981, and therefore the FAA proposes to include part 125 pilots. Section 61.59 Falsification, reproduction, or alteration of applications, certificates, logbooks, reports, or records.

The only proposed change to this section involves § 61.59(a)(2) by revising the word "or" to "of" in the phrase "\* \* exercise of the privileges, or any certificate \* \*" to read "\* \* \* exercise of the privileges of any certificate \* \*" The purpose for this change is to correct the mistake in the rule that occurred when the rule was first issued. Other than for this minor change, no further changes are anticipated.

#### Section 61.60 Change of Address

This section would be revised to include ground instructor certificates under part 61.

# Subpart B—Aircraft Ratings and Special Certificates

## Section 61.61 Applicability

Because the issuance of an additional rating for a flight instructor certificate is contained in subpart H of part 61, the FAA proposes to delete the words "or instructor" from this section. Subpart B prescribes the requirements for additional aircraft ratings.

# Section 61.63 Additional Aircraft Ratings (Other Than Airline Transport Pilot)

The significant proposed changes in this section are as follows:

(1) Change the title of paragraph (c) of this proposed section to read

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