ICAO's Annex 1—"Personnel Licensing, Chapter 1—General Rules and Definitions Concerning Licenses," contains in part, standards and recommendations pertaining to the required licenses for flight crewmembers. Section 1.2.1 (authority to act as a flight crewmember) states that:

A person shall not act as a flight crewmember of an aircraft unless a valid license is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person. The license shall have been issued by the state of registry of that aircraft or by any other contracting State and rendered valid by the State of the registry.

Section 1.2.2 (Method of rendering a license valid) states that: When a contracting state renders valid a license issued by another contracting State, as an alternative to the issuance of its own license, it shall establish validity by suitable authorization to be carried with the former license accepting it as the equivalent of the latter the validity of the authorization shall not extend beyond the period of validity of the license.

The FAA's data shows that approximately 14,100 special purpose pilot certificates have been issued in accordance with § 61.77 and approximately 5,300 have been issued in accordance with § 63.23. The FAA believes the process for issuing certificates and the requirement for continued surveillance of these certificates involves considerable expenditure of human and budgetary resources at the FSDO.

(2) Permits a special purpose pilot authorization to be issued to persons to operate any size aircraft instead of the current requirement which limits the eligibility to pilots which operate aircraft with more than 30 passenger seats, excluding any required crewmember seat, and/or 7,500 pounds of payload capacity.

The current § 61.77 states, in part, that the holder of a foreign pilot certificate or license issued by a foreign contracting State to the Convention on International Civil Aviation, who meets the requirements of this section, may hold a special purpose pilot certificate authorizing the holder to perform pilot duties on a civil aircraft of U.S. registry, leased to a person not a citizen of the United States, carrying persons or property for compensation or hire. Currently, special purpose pilot certificates are issued under this section only for aircraft types that can have a maximum passenger seating configuration, excluding any flight

crewmember seat, of more than 30 seats or a maximum payload capacity (as defined in § 135.2 of this chapter) of more than 7,500 pounds. The current rules do not permit the issuance of special purpose pilot certificates for the operation of aircraft having 30 or less passenger seats, excluding any required crewmember seat, and/or a payload capacity of 7,500 pounds (3400 kg) or less.

The FAA has received a number of petitions for exemption to § 61.77. The FAA has granted several exemptions to permit persons who are not citizens of the United States, to carry persons or property for compensation or hire in aircraft having 30 or less passenger seats, excluding any required crewmember seat, and/or a payload capacity of 7500 pounds (3400 kg) or less

Section 305 of the FAA Act mandates that the FAA encourage and foster the development of civil aeronautics and air commerce in the U.S. and abroad. The FAA believes it is in the public interest to promote the use of U.S.-registered aircraft in foreign air transportation. Also, the FAA believes this proposal will encourage the leasing of these aircraft and may provide an important stimulus to the economy of the U.S. aviation industry.

Therefore, the proposal establishes general provisions for issuance of the special purpose pilot authorization and would not include the existing final sentence, which refers to airplanes with more than 30 passenger seats or a maximum payload capacity of more than 7,500 pounds. The FAA believes this restriction is no longer necessary and frequently grants exemptions.

- (3) Validates the foreign airman's certificate by having a FSDO issue special purpose pilot authorizations for 60 calendar months. The FAA believes the current process of issuing special purpose pilot certificates, in accordance with § 61.77, should be eliminated. The special purpose pilot authorization would be in a letter format and would be required to be in the possession of the airman while operating the aircraft.
- (4) Revises the eligibility requirements of § 61.77 to read as follows:
- a. Hold a current foreign pilot certificate;
- b. Hold a foreign pilot certificate that shows the appropriate category, class, instrument rating, and type rating, if appropriate;
 - c. Hold a medical certificate;
- d. Surrender a special purpose flight authorization before being issued another authorization;

- e. Require the applicant to present a logbook or flight record showing that the applicant meets the part 61 recency of experience requirements; and
- f. Clarify that the documentation used to show the applicant has not reached the age of 60 should be "a birth certificate or other official documentation"; and clarify that an authorization granted to an applicant who will reach the age of 60 years before the authorization's usual expiration date would expire the day before the applicant's 60th birthday.
- g. Present documentation that shows the pilot is employed by the lessee and is qualified in the aircraft to be operated.
- (5) Permits the use of the special purpose pilot authorization in lieu of a certificate:
- (6) Establishes limitations for the use of a special purpose pilot authorization, which would:
- a. Increase the current length of a special purpose pilot certificate from 24 months to special purpose pilot authorization to 60 calendar months;
- b. Permit a pilot to only hold one special purpose pilot authorization;
- c. Clarify that an authorization is for one flight or a series of flights for the time period stated on the authorization;
- d. Require the carriage of the special purpose pilot authorization when exercising the privileges of the authorization; and
- e. Align the "age 60" rule for pilots with the requirements of part 121 for all U.S. and foreign pilots, who are 60 years of age or older, and who are employed by a foreign air carriers that operate U.S.-registered civil aircraft for compensation or hire in scheduled international air services and non-scheduled international air transport operations.
- (7) Establishes that a special purpose pilot authorization will expire:
- a. With 60 calendar months after issuance, unless it is sooner superseded, revoked, or rescinded;
- b. When the lease agreement for the aircraft expires or lessee terminates the employment of the person;
- c. Whenever the person's pilot or medical certificate has been suspended, revoked, or is no longer valid; and
- d. Whenever the pilot reaches the age of 60.

Subpart C—Student Pilots

The FAA proposes to establish separate subparts for student and recreational pilots. The title of subpart C would be revised from "Student and Recreational Pilots" to "Student Pilots."