would eliminate the current provision that applicants who cannot read, speak, and understand the English language may receive a certificate with the operating limitation deemed necessary by the Administrator;

(3) Deletes the requirement for recreational pilots to hold a medical certificate. Persons who apply for a recreational pilot certificate would be required to affix a signed and dated statement to their application certifying they do not have any known medical defects that makes them unable to pilot the aircraft for the aircraft category and class rating sought; and

(4) Establishes eligibility requirements for the recreational pilot certificate and ratings. The eligibility requirements would require an applicant to:

- a. Receive an endorsement from the ground or flight instructor who gave the applicant training or reviewed the applicant's home study course, and that endorsement must state that the applicant is prepared for the knowledge test;
- b. Receive an endorsement from the flight instructor who gave the applicant training, and that endorsement must state the applicant is prepared for the practical test; and
- c. Meet the aeronautical experience requirements in § 61.99. (The applicant would be required to pass the required knowledge test and practical test.)

Section 61.97 Aeronautical Knowledge

Proposed § 61.97 addresses added aeronautical knowledge requirements, which include ground training on: (1) windshear avoidance; (2) aeronautical decisionmaking and judgment; and (3) preflight actions found in § 91.103.

Section 61.98 Flight Proficiency

This proposed section would establish the approved areas of operation for all aircraft that are permitted to be operated by recreational pilot applicants.

Section 61.99 Aeronautical Experience

The FAA proposes to change the current title, "Airplane rating: Aeronautical experience," to "Aeronautical experience." Proposed 61.99 includes the aeronautical experience requirements for single engine airplanes, helicopters, and gyroplanes that are permitted to be operated by recreational pilot applicants. Proposed § 61.99 would revise the minimum aeronautical experience required for a person to be eligible for a recreational pilot certificate.

The FAA proposes that an applicant for a recreational pilot certificate must

accomplish and log at least 30 hours of flight time that includes at least 15 hours of flight training time from an authorized flight instructor and 3 hours of supervised PIC flight time, on the approved areas of operation in § 61.98. This proposal responds to comments made during the public hearings to allow the student and the flight instructor to tailor the required training to individual student needs.

For example, a student who has previous aviation experience and takes readily to the training may be able to complete training for a recreational 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 on the approved areas of operation in § 61.98.

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, on the approved areas of operation in § 61.98 of this part.

Section 61.100 Pilots Based on Small Islands

The FAA proposes to replace the current title of this section from, "Rotorcraft rating: Aeronautical experience," to read "Pilots based on small islands." The proposed aeronautical experience requirements for a rotorcraft category rating would be found in proposed § 61.99.

Proposed § 61.100 would contain the provisions for pilots based on small islands that are currently found in § 61.99.

Section 61.101 Recreational Pilot Privileges and Limitations

The proposed revisions for this section are as follows:

(1) Restructures and edits some of the current paragraphs of this section.

(2) Rewords some portions of this section for clarity purposes.

(3) Rewords and relocates existing § 61.101(f) to proposed paragraph (h). This proposal would basically maintain the same provisions that are now currently in existing § 61.101(f), but would contain some rewording and reformatting for clarity purposes.

(4) Deletes the current restriction that prevents recreational pilots from flying

more than 50 nautical miles from an airport where training was received. This proposal along with the proposal to delete the requirements for a medical certificate for recreational pilots, is intended to increase interest in the recreational pilot certificate. The FAA believes this proposal will not have an adverse effect on safety, considering that most of the aeronautical experience will be performed with an authorized flight instructor on board the aircraft.

This proposal would permit a recreational pilot to operate on a flight that exceeds 50 nautical miles from the departure airport, provided the pilot:

a. Has received ground and flight training from an authorized flight instructor on the cross country training requirements of subpart E of this part that apply to the aircraft rating held;

b. Has been found proficient in cross country flying, and has received a logbook endorsement from the authorized flight instructor, who gave the person the cross country training prescribed by subpart E of this part that apply to the aircraft rating held; and

c. Has received a logbook endorsement that certifies the person has received and been found proficient on the cross training requirements of subpart E of this part that apply to the aircraft rating held, which must be carried in their physical possession in the aircraft.

## **Subpart E—Private Pilots**

The proposed establishment of separate subparts for student and recreational pilot certificates will require the regulations pertaining to private pilot certificates and ratings to be relocated from subpart D to subpart E.

Section 61.102 Applicability

No substantive changes are proposed for this section.

Section 61.103 Eligibility Requirements: General

The significant proposed changes in this section are as follows:

- (1) Rewords the medical requirements for applicants who desire a rating in a glider or balloon.
- (2) Requires all applicants to meet the English language requirements, including the ability to write, which would eliminate the current provision that applicants who cannot read, speak, and understand the English language may receive a certificate with the operating limitation, as deemed necessary by the Administrator.
- (3) Requires an applicant to receive an endorsement from a ground or flight instructor who gave the applicant