training or reviewed the applicant's home study course, and that endorsement must state that the applicant is prepared for the knowledge test.

- (4) Requires an applicant to receive an endorsement from a flight instructor who gave the applicant training, and that endorsement must state that the applicant is prepared for the practical test.
- (5) Requires an applicant to meet the aeronautical experience requirements for the category and class rating sought, before applying for the practical test. The applicant would be required to pass the required knowledge test and practical test. The FAA believes this step-by-step listing of eligibility requirements would be beneficial to the applicant and the examiner.

Section 61.105 Aeronautical Knowledge

Proposed § 61.105 lists the revised aeronautical knowledge requirements for the private pilot certificate. The following aeronautical knowledge areas would be added as a requirement for the private pilot certification: (1) Windshear avoidance; (2) Aeronautical decision making and judgment; and (3) preflight actions found in § 91.103.

Section 61.107 Flight Proficiency

The proposed changes to this section are as follows: (1) Includes separate and revised areas of operation for the airplane category-single engine class rating, airplane category-multiengine class rating, rotorcraft category-helicopter class rating, rotorcraft category-gyroplane class rating, glider category-nonpowered class rating, glider category-powered class rating, lighter-than-air category-airship class rating, lighter-than-air category-balloon class rating, and powered-lift category rating.

(2) Replaces the term "flight proficiency requirements" with the term "approved areas of operation."

(3) Requires applicants for a glider category rating to receive training on the approved areas of operation, included in proposed § 61.107, on: Launches, approaches, and landings, if applying for a nonpowered class rating; or Takeoffs, landings, and go-arounds, if

applying for a powered class rating.

Section 61.109 Aeronautical Experience

The proposed revisions to this section are as follows:

(1) Includes separate and revised aeronautical experience requirements

for the airplane category-single engine class rating; airplane category-multiengine class rating, rotorcraft category-helicopter class rating, rotorcraft category-gyroplane class rating, glider category-nonpowered class rating, glider category-powered class rating, lighter-than-air category-airship class rating, lighter-than-air category-balloon class rating, and powered-lift category rating.

(2) Revises the aeronautical experience requirements for a private pilot certificate with an airplane, rotorcraft, or powered-lift category rating by requiring applicants to have accomplished and logged at least 40 hours of flight time, which includes at least 20 hours of flight training time from an authorized flight instructor and 5 hours of supervised PIC flight time on the approved areas of operation in § 61.107. This proposal responds to comments made during the public hearings requesting that the student and the flight instructor be allowed to tailor the required training to the student

For example, a student 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 40 hours of flight time, which includes at least 20 hours of flight training time from an authorized flight instructor and 20 hours of supervised PIC flight time, on the approved areas of operation in § 61.107.

However, a student pilot who does not have previous aviation experience or who trains infrequently may need more time than the minimum 40 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 35 hours of flight training time from an authorized flight instructor and 5 hours of supervised PIC flight time, on the approved areas of operation in § 61.107.

(3) Includes revised aeronautical experience for:

 â. An airplane single engine rating,—
(i) Three hours of cross-country flight training in a single engine airplane;

(ii) Three hours of night flight training in a single engine airplane that includes—

A. A cross country flight of at least 100 nautical miles duration; and

B. Ten takeoffs and ten landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

- (iii) Three hours of instrument flight training in a single engine airplane;
- (iv) Three hours of flight training in preparation for the practical test in a single engine airplane, which must have been performed within the 60-day period preceding the date of the test; and
- (v) Supervised PIC flying in a single engine airplane, consisting of—
- A. One supervised PIC cross-country flight of at least 100 nautical miles duration, landings at a minimum of three points, and one route of the flight being a straight line distance of at least 50 nautical miles between the takeoff and landing locations; and
- B. Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.
 - b. An airplane multiengine rating,—
- (i) Three hours of cross-country flight training in a multiengine airplane;
- (ii) Three hours of night flight training in a multiengine airplane that includes—
- A. One cross country flight of at least 100 nautical miles duration; and
- B. Ten takeoffs and ten landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
- (iii) Three hours of instrument flight training in a multiengine airplane;
- (iv) Three hours of flight training in preparation for the practical test in a multiengine airplane, and must have been performed within the 60-day period preceding the date of the test; and
- (v) Supervised PIC flying in a multiengine airplane, consisting of—
- A. One supervised PIC cross-country flight of at least 100 nautical miles duration, landings at a minimum of three points, and one route of the flight being a straight line distance of at least 50 nautical miles between the takeoff and landing locations; and
- B. Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower
 - c. A rotorcraft-helicopter rating—
- (i) Three hours of cross-country flight training in a helicopter;
- (ii) Three hours of night flight training in a helicopter that includes—
- A. One cross country flight of at least 50 nautical miles duration; and