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 flight training in preparation for the practical test in a helicopter, and must have been performed within the 60-day period preceding the date of the test; and

(iv) Supervised PIC flying in a

helicopter, consisting of-

A. One supervised PIC cross-country flight of at least 50 nautical miles duration, landings at a minimum of three points, and one route of the flight being a straight line distance of at least 25 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

d. A rotorcraft-gyroplane rating—

(i) Three hours of cross-country flight training in a gyroplane;

(ii) Three hours of night flight training in a gyroplane that includes-

A. One cross country flight of at least 50 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 flight training in preparation for the practical test in a gyroplane, which must have been performed within the 60-day period preceding the date of the test; and

(iv) Supervised PIC flying in a gyroplane, and consisting of-

A. One supervised PIC cross-country flight of at least 50 nautical miles duration, landings at a minimum of three points, and one route of the flight being a straight line distance of at least 25 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

e. A powered-lift rating—

(i) Three hours of cross-country flight training in a powered-lift;

(ii) Three hours of night flight training in a powered-lift 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 powered-lift;

(iv) Three hours of flight training in preparation for the practical test in a powered-lift, which must have been performed within the 60-day period preceding the date of the test; and

(v) Supervised PIC flying in a powered-lift, 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.

f. A glider rating—

(i) At least 10 hours of flight training and 20 flights, on the approved areas of operation listed in proposed § 61.107, that apply to the glider class rating sought; or at least 5 hours of flight training and 10 flights on the approved areas of operation listed in § 61.107 that apply to the glider class rating sought. If a person has logged 40 hours of flight time in heavier-than-air aircraft or holds a category and class rating in a glider;

(ii) At least two supervised PIC flights on the approved areas of operation listed in § 61.107 that apply to the glider

class rating sought;

(iii) At least 3 flights of flight training in preparation for the practical test within the 60-day period preceding the test and in the class of glider for the

rating sought; and

- (iv) At least 5 training flight sessions and 2 supervised PIC flights in a nonpowered glider using a winch or auto tow on the appropriate approved areas of operation listed in proposed § 61.107(g). If a person who is applying for a glider category rating with a nonpowered class rating seeks privileges for ground launch procedures.
- g. An airship rating, at least 25 hours of flight training in airships on the approved areas of operation listed in proposed § 61.107 (i), which consists of at least-

(i) Three hours of cross-country flight training in an airship;

(ii) Except as provided in proposed § 61.110, 3 hours of night flight training in an airship that includes-

A. One cross country flight of at least more than 25 nautical miles duration;

B. Five takeoffs and 5 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport; C. Three hours of instrument flight

training in an airship;

D. Three hours of flight training in an airship in preparation for the practical test within the 60-day period preceding the date of the test; and

E. Five hours of supervised PIC flight training in an airship and with an authorized flight instructor.

h. A balloon rating, at least 10 hours of flight training that includes at least 6 flight training sessions on the approved areas of operation listed in proposed § 61.107(j), that includes-

(i) If the training is being performed in a gas balloon, the training must include at least two flights of two hours each that consists of-

A. At least one flight that covers the approved areas of operation appropriate to a gas balloon within 60 days prior to application for the rating; and

B. At least one supervised PIC flight

in a gas balloon.

(ii) If the training is being performed in a balloon with an airborne heater, the training must include at least-

A. Two flights of one hour each that covers the approved areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating; and

B. One supervised PIC flight in a balloon with an airborne heater.

- (4) Deletes the exception for applicants not seeking night flying privileges. However, some exceptions from the required night training would still remain and are listed proposed § 61.110.
- (5) Adds night cross country training to the aeronautical experience requirements for the private pilot certificate for the airplane, rotorcraft, airship, and powered-lift category ratings. § 61.110 Night flying exceptions for the private pilot certification.

Proposed § 61.110 would establish the night flying exceptions for private pilot certification. The allowable exceptions for the night training requirement are

the following:

(1) An applicant with a medical restriction from operating an aircraft at night would not be required to meet the night flight training requirements and would be issued a certificate with a limitation prohibiting night flying; and

- (2) An applicant who accomplishes flight training in Alaska would have 12 months after the issuance of the applicant's temporary airman certificate to comply with the night flight training requirements. Alaska is unique in that 6 months out of the year there is no nighttime. However, an applicant who receives flight training in Alaska and is unable to accomplish the night flying training required by proposed § 61.109, would be-
- a. Issued a temporary pilot certificate for only 12 calendar months, with a limitation "Night flying prohibited;" and
- b. Required to comply with the requirements of proposed § 61.110(c) within the 12 calendar month period after issuance of the temporary private pilot certificate, or the certificate will be suspended until the person complies