with the requirements of proposed § 61.110(c).

(3) Explain that the night flying prohibited limitation may be removed when persons—

a. Accomplish the night flight training requirements of proposed § 61.109 in the class of aircraft for which night flying privileges are sought:

flying privileges are sought;

b. Present to an examiner, a logbook or training record endorsement from an authorized flight instructor that verifies accomplishment of the night flying requirements of proposed § 61.109 in the class of aircraft for which night flying privileges are sought; and

c. Accomplish the night operations portion of the practical test for the class of aircraft for which night flying is

sought.

As previously stated, the FAA does not intend to have persons who have been issued a pilot certificate without meeting the night flying requirements of this proposal, prior to effective date of this rule, to comply with this proposal. Those persons would be allowed to continue to hold that pilot certificate with the night flying limitation. However, if the person seeks an additional rating or higher pilot certificate level, the person would be required to comply with night flying requirements that are appropriate to the pilot certificate level.

Section 61.111 Cross-Country Flights: Pilots Based on Small Islands

The proposed changes to §61.111 are minor editorial changes only.

Section 61.113 Private Pilot Privileges and Limitations: Pilot in Command

Proposed § 61.113 will be a redesignation of existing § 61.118.

The FAA proposes to eliminate the existing § 61.113, "Rotorcraft rating: Aeronautical experience." The revised aeronautical experience requirements for a rotorcraft category rating will be incorporated in proposed § 61.109.

The proposed changes to this section

are as follows:

(1) Permits private pilots to be reimbursed for their aircraft operating expenses for search and location operations that are sanctioned and under the direction and control of a local, State, or Federal law enforcement agency, or an organization involved in search and location operations.

(2) Permits a private pilot who acts as PIC when towing gliders to log the flight

time.

(3) Specifies what are the flight operating expenses that a private pilot may share with passengers.

(4) Modifies the requirements for participation in an airlift sponsored by a charitable organization.

(5) Eliminates specific reference regarding a salesman who has logged at least 200 hours to demonstrate an aircraft in flight to a prospective buyer. Even though specific reference to this provision will be eliminated, the privilege will still be provided in proposed § 61.113(b)(1). A private pilot who is an aircraft salesperson will still be allowed to demonstrate aircraft to prospective buyers, but the requirement for the person to have logged at least 200 hours will be eliminated. Throughout this regulatory review, the FAA has attempted to delete and revise obsolete, unnecessary rules without compromising safety. On this issue, the FAA has determined that eliminating the requirement for private pilots to have logged at least 200 hours prior to demonstrating aircraft to prospective buyers is unnecessary and no data could be found to justify continuance of the rule. In effect, the proposed elimination of this requirement will enable private pilots increased use of their private pilot certificates.

Section 61.115 Balloon Rating: Limitations

Proposed § 61.115 will be a redesignation of existing § 61.119.

The FAA proposes to eliminate the existing § 61.115 "Glider rating: Aeronautical experience." The revised aeronautical experience requirements for a glider category rating will be incorporated in proposed § 61.109.

The proposed changes to this section are as follows:

(1) Deletes references to the phrase "hot air balloon without airborne heaters," and classifies balloons as either "gas balloons" or "balloons with airborne heaters." The phrase "hot air balloon without an airborne heater" described a balloon that was in existence at one time, but is no longer available. A "hot air balloon without an airborne heater" is a balloon that involves heating the air inside the balloon's envelope from a ground-based fire. The balloon and its occupant then ascend until the balloon deflates, and the occupant exist the balloon by

(2) Incorporates the current operating limitations for private pilots who perform their practical test in a gas balloon as opposed to those who perform the test in a balloon with an airborne heater. The wording of the operating limitations specified in this section would clarify that persons requesting removal of the operating limitations off their certificate would be required to obtain the required aeronautical experience in that kind of balloon and receives a logbook

endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate that balloon. However, accomplishment of an additional practical test would not be required provided the person is not seeking a higher level of pilot certificate (i.e., a private pilot seeking to obtain a commercial pilot certificate).

Section 61.117 Private Pilot Privileges and Limitations: Second in Command of Aircraft Requiring More Than One Pilot

Proposed $\S 61.117$ will be a redesignation of existing $\S 61.120$ and $\S 61.120$ will be placed in reserve.

The existing §61.118 "Private pilot privileges and limitations: Pilot in command" will be redesignated as §61.113, and §61.118 will be placed in reserve.

The existing § 61.119, "Free balloon rating: Limitations" will be redesignated as § 61.115 and be retitled as "Balloon rating: Limitations" and § 61.119 will be placed in reserve.

The existing § 61.120, "Private pilot privileges and limitations: Second in command of aircraft requiring more than one pilot" will be redesignated as § 61.117, and § 61.120 will be reserved.

Subpart F—Commercial Pilots

The proposal to establish separate subparts for student and recreational pilot certificates would require the regulations for commercial pilot certificates and ratings to be relocated from subpart E to subpart F.

Section 61.121 Applicability

No substantive changes are proposed for this section.

Section 61.123 Eligibility Requirements: General

The significant proposed changes in this section are:

(1) Requires applicants to be able to write in the English language.

(2) Rewords the medical requirements for applicants who desire a rating in a glider or balloon.

(3) Requires all applicants to meet the English language requirements, which would eliminate the current provision under which applicants who cannot read, speak, and understand the English language may receive a certificate with the operating limitation as deemed necessary by the Administrator.

(4) Permits applicants to only hold a third-class medical certificate at the time of the practical test. However as currently required, the commercial pilot would still be required to hold a second-class medical certificate for operations requiring a commercial pilot certificate.