

Section 61.14 Refusal to Submit to a Drug Test

No modifications are proposed.

Section 61.15 Offenses Involving Alcohol or Drugs

No modifications are proposed.

Section 61.16 Refusal to Submit to an Alcohol Test or to Furnish Test Results

No modifications are proposed.

Section 61.17 Temporary Certificate

The FAA proposes to revise this section to include the ground instructor certificate in part 61. The existing 90-day limit on temporary ground instructor certificates or ratings in existing § 143.5 would, in effect, be increased to 120 days, which is the current limit for the other temporary pilot and flight instructor certificates and ratings.

Section 61.19 Duration of Pilot and Instructor Certificates

The significant proposed changes in this section are as follows:

- (1) Include ground instructor certificates under part 61; and
- (2) Change the title of proposed § 61.19, "Duration of pilot and flight instructor certificates" to read, "Duration of pilot and instructor certificates."

Section 61.21 Duration of a Category II Pilot Authorization

The FAA proposes editorial and format changes.

Section 61.23 Duration and Requirement for a Medical Certificate

The significant proposed changes in this section are as follows:

- (1) Change the title of this section from "Duration of medical certificates" to "Duration and requirement for a medical certificate";
- (2) Redesignate the current paragraphs of this section;
- (3) Permit a pilot to apply for any pilot or flight instructor certificate, for which a medical certificate is required, with a third-class medical certificate. A higher medical certificate level would continue to be required for flight operations requiring an ATP certificate or a commercial pilot certificate;
- (4) Clarify current requirements for a person who is exercising the privileges of their flight instructor certificate while serving as a PIC or as a required crewmember, then that person would be required to hold a third-class medical certificate. However, if the flight instructor is not serving as a PIC or as a required crewmember, then that person would not be required to hold a medical certificate; and

(5) Permit student pilots who are seeking a recreational pilot certificate and certificated recreational pilots to operate aircraft without a medical certificate, provided they have an application on file that certifies they do not have any known medical deficiencies that make them unable to pilot the aircraft. This would also permit higher certificated pilots who are only exercising the privileges of a recreational pilot certificate to be afforded the same privileges.

Section 61.25 Change of Name

Format and minor editorial changes are proposed.

Section 61.27 Voluntary Surrender or Exchange of Certificate

This section would be revised by dividing the existing language into two paragraphs. The purpose of this proposal, as throughout this notice, is to rewrite the rules in an outline format instead of the current narrative format.

Section 61.29 Replacement of a Lost or Destroyed Airman or Medical Certificate or Knowledge Test Report

The proposed revisions to § 61.29 are as follows:

- (1) Change the title of the section to "Replacement of a lost or destroyed airman or medical certificate or knowledge test report";
- (2) Delete listing the cost of replacing a lost or destroyed airman or medical certificate. This proposal would establish the procedures for obtaining a lost or destroyed airman certificate, medical certificate, or knowledge test report. The cost for replacement of lost or destroyed airman certificate, medical certificate, or knowledge test report would be in part 187, "Cost of Services and Transfer of Fees to part 187 from parts 47, 49, 61, 63, 65, and 143"; and
- (3) Delete some unnecessary explanations of the procedures for replacing a lost or destroyed airman or medical certificate. These existing provisions are merely explanatory and are not of a regulatory nature, so the FAA proposes to delete them.

Section 61.31 Type Rating, Additional Training, and Authorization Requirements

The FAA proposes to change the title of this section from "General limitations" to "Type rating, additional training, and authorization requirements."

The significant proposed revisions to this section are as follows:

- (1) Delete the provision requiring a type rating in helicopters for operations requiring an ATP certificate. This

proposal will parallel helicopters with the other classes of aircraft that only require a type rating for: Large aircraft (except lighter-than-air), turbojet-powered airplanes, and those aircraft specified by the Administrator through aircraft type certificate procedures;

(2) Establish an aircraft category rating for the new powered-lift aircraft;

(3) Replace the current requirement for a pilot to receive training and an endorsement in an airplane with "more than 200 horsepower" to "200 horsepower or more";

(4) Separate the current requirements for a pilot to receive training and an endorsement to operate an airplane that has a retractable landing gear, flaps, and controllable propeller and an endorsement to operate a high performance airplane that has an engine of 200 horsepower or more;

(5) Establish a requirement for a pilot to receive aircraft type specific training. The purpose of this proposal, as earlier discussed in the "General Discussion of Principal Issues" under the paragraph title of this notice noted as "Aircraft Type Specific Training," would require a person to receive additional training and a flight instructor endorsement for that person to serve as a PIC of an aircraft that the Administrator has determined requires type specific training;

(6) Require pilots to receive additional training for operating "pressurized aircraft." Current provisions only require pilots to receive additional training in "pressurized airplanes." This proposal is to capture the possible development of pressurized "powered-lift," and any other pressurized aircraft that may be manufactured in the future;

(7) Require a pilot seeking an aircraft type rating to perform to ATP standards. This proposal will codify the existing policy for FAA pilot certification standards; and

(8) Add an exception in proposed paragraph (j), to include the powered-lift aircraft, because no class ratings are being established. In addition, the powered-lift would be added as an exception to the category and class rating requirements of this section for aircraft not type certificated as airplanes, rotorcraft, gliders, powered-lift, or lighter-than-air aircraft.

Section 61.33 Tests: General Procedure

This section would revise the format by replacing the phrase "persons, designated by the Administrator" with the word "examiners."