

required to hold a private pilot certificate. This proposal will keep the requirements for an instrument rating the same whether the applicant is trained under part 61 or part 141. The FAA also hopes to encourage more private pilots to seek instrument ratings. In 1975, the FAA lowered the minimum flight time requirement for an instrument rating from 200 hours to 125 hours with the stated goal of encouraging private pilots to seek instrument ratings. Because a commercial pilot certificate or a second-class medical certificate is not required to exercise private pilot privileges, the requirement for the applicant to hold these certificates conflicts with the FAA's goal.

(4) Deletes the requirement that graduates of pilot schools with examining authority must apply for a certificate or rating within 90 days. These graduates would have 60 days to apply, the same as graduates from pilots schools without examining authority.

Section 61.73 Military Pilots or Former Military Pilots: Special Rules

The significant proposed changes in this section are as follows:

(1) Clarifies the existing requirements for military or former military pilots who apply for a commercial pilot certificate or an aircraft category, class, instrument, or type rating. This proposal clarifies that military and former military pilots are required to have graduated from a military pilot training course or military pilot flight school and received official military aeronautical orders, before applying for their FAA pilot certificate. This, in effect, requires military pilots to have graduated from the course and have aeronautical orders in their possession, prior to applying for the required knowledge test or rating, as appropriate.

(2) Deletes the provision in existing § 61.73(a) that permits military pilots to apply for a private pilot certificate. Historically, military pilots have not chosen a private pilot certificate, because a commercial pilot certificate can be issued without any further requirements. Therefore, the provision allowing military pilots to be issued a private pilot certificate would be deleted, and only a commercial pilot certificate would be issued. A military pilot, who in the past elected a private pilot certificate instead of a commercial pilot certificate, would be permitted to retain that private pilot certificate.

(3) Deletes the last sentence in existing § 61.73(g)(6), "However, a Tactical (Pink) instrument card issued by the U.S. Army is not acceptable." This sentence is obsolete because

Tactical (Pink) Instrument cards were last issued by the Army in 1971.

(4) Moves the content of § 61.73(d)(2) to proposed § 61.73(d)(5) and deletes the phrase "or his certificate is endorsed with the following limitation: VFR only." Since 1972, all U.S. military pilot training requires instrument qualification training, and so this phrase is no longer needed. Current and former military pilots who currently hold pilot certificates with the "VFR only" limitation would continue to remain valid. After demonstrating instrument competency in the type of airplane for which the type rating is sought, the limitation would be removed.

(5) Includes an administrative clarification for elevating type ratings on the superseded pilot certificate to the ATP certificate level.

(6) Modifies the format, deletes obsolete phraseology, and clarifies the wording of this section.

Section 61.75 Private Pilot Certificate Issued on Basis of a Foreign Pilot License

The title of proposed § 61.75 would be changed from "Pilot certificate issued on basis of a foreign pilot license" to "Private pilot certificate issued on basis of a foreign pilot license."

The significant proposed changes in this section are as follows:

(1) Deletes the existing provision that permits a pilot with a foreign commercial, senior commercial, or ATP license to apply for a U.S. commercial pilot certificate. The proposal would permit those pilots to apply only for a U.S. private pilot certificate when the issuance is based on their foreign pilot certificate.

(2) Adds a provision that would require pilots with a foreign pilot license to submit a transcription of their foreign pilot license and medical certificate in the English language, unless the licenses and limitations are in the English language.

(3) Deletes the existing provision that permits an applicant to receive a U.S. pilot certificate when the applicant cannot read, speak, write, and understand the English language.

(4) Adds a provision that restricts foreign pilot license holders from exercising their U.S. pilot certificate while under an order of revocation or suspension.

(5) Adds a provision that would permit applicants to use their medical certificate issued by the country that issued the foreign pilot license in lieu of a medical certificate issued under part 67.

(6) Adds a provision that states that a holder of a private pilot certificate,

issued under this section, is limited to the privileges placed on that certificate by the Administrator.

(7) Adds a provision that states that a holder of a private pilot certificate, issued under this section, is subject to the limitations and restrictions on the person's U.S. certificate and foreign pilot license.

(8) Adds a provision that states that the U.S. private pilot certificate, issued under this section, is valid only when that person has their foreign pilot license in their personal possession or readily accessible in the aircraft.

Section 61.77 Special Purpose Flight Authorization: Operation of U.S.-Registered Civil Aircraft Leased by a Person Who Is Not a U.S. Citizen

The title of proposed § 61.77 would be changed from "Special purpose pilot certificate: Operation of U.S.-registered civil aircraft leased by a person not a U.S. citizen" to read "Special purpose flight authorization: Operation of U.S.-registered civil aircraft leased by a person who is not a U.S. citizen."

The significant proposed changes in this section are as follows:

The proposal replaces the issuance of special purpose pilot certificates with special purpose pilot authorizations and expands the use of a special purpose flight authorization to all aircraft. The proposal would also revise the eligibility requirements for a special purpose flight authorization and the related privileges.

The significant proposed changes in this section are as follows:

(1) Permits a pilot who holds an airman certificate or license, issued by another ICAO-member state, to operate a U.S.-registered civil aircraft in foreign air transportation operations with a special purpose pilot authorization, issued for 60 calendar months by the Administrator, in lieu of the current requirement of issuing special purpose pilot certificates. This proposal would eliminate the need to issue special purpose pilot certificates. The FAA believes this proposal will reduce administrative burdens and provide the relief that has been routinely granted through the exemption process. Persons who have been issued a special purpose pilot certificate, prior to the effective date of this rule, would continue to be allowed to exercise the privileges of that certificate until the certificate expires. However, once the special purpose pilot certificate expires, the pilot would be required to surrender the certificate for a special purpose pilot authorization and comply with the provisions contained in proposed § 61.77.