DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61 and 141

[Docket No. 25910; Amendment Nos. 61–103 and 141–9]

RIN 2120–AE71

Pilot, Flight Instructor, Ground Instructor, and Pilot School Certification Rules; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This amendment makes corrections to the final rule published on April 4, 1997 (62 FR 16220). That rule amended the certification, training, and experience requirements for pilots, flight instructors, and ground instructors, and the certification requirements for pilot schools approved by the FAA. The corrections incorporate provisions inadvertently omitted in the final rule, clarify certain provisions, and provide for the consistent use of terminology.

EFFECTIVE DATE: This rule is effective August 4, 1997.

FOR FURTHER INFORMATION CONTACT: John Lynch, Certification Branch, AFS–840, General Aviation and Commercial Division, Flight Standards Service, FAA, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 267–3844.

SUPPLEMENTARY INFORMATION:

Background

On April 4, 1997, the FAA published a final rule titled ''Pilot, Flight Instructor, Ground Instructor, and Pilot School Certification Rules; Final Rule'' (62 FR 16220). Editorial and formatting corrections clarify the rules and make certain terminology consistent within parts 61 and 141. This document also incorporates certain provisions that were inadvertently omitted in the final rule. Those corrections that require explanation are discussed below.

Discussion of Corrections

Part 61

Terminology. References to ''approved flight simulators'' and ''approved flight training devices'' have been changed to ''flight simulators'' and ''flight training devices,'' respectively. As defined in §61.1(b)(5) and (b)(7), a flight simulator and a flight training device used to meet certain aeronautical experience requirements in part 61 must be evaluated, qualified, and approved by the Administrator. Therefore, use of the word ''approved'' is not necessary when referring to flight simulators and flight training devices in part 61. This change is consistent with the terminology used in part 142 of Title 14, Code of Federal Regulations (14 CFR). References to ''instructor'' have been changed to ''authorized instructor'' because only authorized instructors as defined in §61.1(b)(2) may provide training. References to ''required pilot,'' ''required pilot crewmember,'' and ''required flight crewmember'' have been changed to ''required pilot flight crewmember'' to provide for consistency throughout part 61. In addition, references to ''currency requirements'' have been changed to ''recent flight experience requirements'' to accurately describe these requirements.

Section 61.1 Applicability and definitions. Paragraph (b)(3), which defines cross-country time, has been reorganized. In addition, the FAA expanded the definition to clarify what flight time may be logged as cross-country time for the purposes of meeting certain aeronautical experience requirements for the certificates and ratings issued under part 61. The FAA also added provisions for the logging of cross-country time for the purposes of exercising recreational pilot privileges under §61.101(c).

The FAA notes that after August 4, 1997, cross-country time for pilots seeking an airline transport pilot (ATP) certificate (except with a rotorcraft rating) must involve a flight that is at least a straight-line distance of more than 50 nautical miles from the original point of departure. If the pilot is seeking an ATP certificate with a rotorcraft rating, the cross-country flight must include a landing that is at least a straight-line distance of more than 25 nautical miles from the original point of departure. Because pilots seeking an ATP certificate did not previously have to meet these distance requirements, any cross-country time logged before August 4, 1997, may be used to meet the ATP aeronautical experience requirements. However, after that date, cross-country time logged for the purposes of meeting the aeronautical experience requirements for an ATP certificate must comply with the distance requirements.

Section 61.2 Certification of foreign pilots, flight instructors, and ground instructors. The FAA has corrected the first sentence of paragraph (a) by adding the phrase ''other than under §61.75.'' This language, which was included in §61.2 before the adoption of the final rule, is necessary to except from the provisions of §61.2 the holders of private pilot certificates issued on the basis of a foreign pilot license under §61.75.

Section 61.3 Requirement for certificates, ratings, and authorizations. Paragraph (c)(1) has been reorganized to parallel the format of paragraph (a). In addition, it may have appeared from the language adopted in the final rule that all individuals listed in paragraph (d)(3) are permitted to provide the training and endorsements described in paragraphs (d)(2)(i) through (iv) without holding a flight instructor certificate. The FAA corrected paragraph (d)(3) to clarify that the holder of a ground instructor certificate may only provide the training and endorsements in paragraphs (d)(2)(i) and (d)(2)(iii), and new paragraph (d)(2)(ii)(C), and a flight instructor authorized under §61.41 is only permitted to provide the endorsement in paragraph (d)(2)(iii). Similarly, the FAA expanded the provisions of paragraph (i) to clarify what ground training and endorsements may be provided by individuals who do not hold a ground instructor certificate.

The FAA notes that the preamble to the final rule states that under paragraph (d) the phrase ''other documentation acceptable to the Administrator'' would permit a flight instructor to use a copy of a graduation certificate from a CFI refresher course and a copy of the completed application for renewal to meet the requirements of that paragraph. However, the FAA has determined that the latter document is not necessary. Therefore, a copy of a graduation certificate from a CFI refresher course, without the application for renewal, is acceptable documentation for the purpose of meeting the requirements of paragraph (d).

Section 61.11 Expired pilot certificates and reissuance. Paragraph (g) addresses the expiration of pilot certificates issued on the basis of a foreign license and, therefore, is more appropriately included in paragraph (c), which also addresses this issue. In making this correction, the FAA incorporated the language that was contained in §61.11 before the adoption of the final rule because that language more clearly explains the circumstances under which an expiration date will not be included on a pilot certificate that is issued on the basis of a foreign pilot license. The FAA also corrected paragraph (c) by adding at the end of the first sentence the phrase ''unless otherwise specified on the U.S. certificate'' to address previously issued special purpose pilot certificates that contain an expiration date.

Section 61.13 Issuance of airman certificates, ratings, and authorizations. This section has been reformatted to allow for the addition of paragraph headings. In addition, new paragraph (a)(2)(i) contains a reference to appendix A to part 187. That appendix references Advisory Circular No. 187–1, which contains a schedule of charges for the services of FAA aviation safety inspectors outside the United States.

Section 61.31 Type rating requirements, additional training, and authorization requirements. Paragraph (e) addresses exceptions to §61.31 and, therefore, has been redesignated as paragraph (k). Consequently, paragraphs (e) through (j) have been redesignated. The FAA added paragraph (k)(2)(v), which provides that the rating limitations of §61.31 do not apply to the holder of a recreational pilot certificate when operating under the provisions of §61.101(h). This exception for recreational pilots was included in §61.31 before the adoption of the final rule. In addition, new paragraph (g) is corrected by including an endorsement requirement for ground training received on the operation of pressurized aircraft at high altitudes. This requirement was included in §61.31(f) before the adoption of the final rule and was inadvertently omitted. New paragraphs (g) and (i) also have been reformatted to more clearly set forth the additional training requirements for operating pressurized aircraft capable of operating at high altitudes and for operating tailwheel airplanes.

Section 61.45 Practical tests: Required aircraft and equipment. The FAA added the phrase ''unless otherwise authorized by the Administrator'' at the beginning of paragraph (b). This language is necessary because some aircraft are not approved for all of the maneuvers required to be performed during a practical test. For example, an Airbus 300 is not approved for steep turns; however, the Administrator has determined that an applicant can receive a rating in an Airbus 300 without performing that maneuver. A similar provision was included in §61.13(c) before the adoption of the final rule but was inadvertently omitted when the provisions of that paragraph were incorporated into §61.45(b).

Section 61.51 Pilot logbooks. The FAA corrected paragraph (b)(1)(ii) to include ''lesson time'' as information to be recorded in logbook entries. This provision is necessary because simulator time and flight time are not synonymous. Training time acquired in a simulator must be logged as ''lesson time'' unless otherwise specified in part 61. For example, §61.109(i) permits certain training time acquired in a flight simulator or flight training device to be credited toward the flight training time requirements of that section.

The FAA notes that §61.51 no longer contains a provision for the logging of ''other pilot time.'' Few or no comments were received to the proposed deletion of this provision in Notice of Proposed Rulemaking (Notice) No. 95–11 (60 FR 41160, August 11, 1995). Therefore, after August 4, 1997, only solo, pilot-in-command, second-in-command, or training time may be logged in accordance with §61.51 for the purpose of meeting the aeronautical experience requirements of part 61. For example, after the effective date of the rule, a pilot who is the sole manipulator of the controls of an aircraft but who is not rated in the aircraft or receiving training will no longer be able to log ''other pilot time'' for the purpose of meeting the aeronautical training or experience requirements of part 61.

In paragraph (d) the FAA clarified that a student pilot logging solo flight time in an airship requiring more than one pilot fight crewmember is ''performing the functions of'' pilot in command rather than ''acting as'' pilot in command. A similar correction has been made in paragraph (e). This language is consistent with the language used in other sections of part 61 to describe the activities of an individual who is receiving solo flight training in an airship.

Paragraph (e)(4) has been corrected to clarify when a student pilot may log pilot-in-command flight time. In addition, paragraph (e)(4)(iii) no longer contains the phrase ''is logging pilot-in-command flight time to obtain the pilot-in-command flight experience requirements for a pilot certificate or aircraft rating.'' Because paragraph (e) permits a student pilot who is undergoing training for a pilot certificate or rating to log pilot-in-command flight time, this language is not necessary. The FAA notes that pilot-in-command flight time logged under paragraph (e) may be used to meet the pilot-in-command aeronautical experience requirements for additional certificates and ratings.

Paragraph (i)(3) has been reformatted and a provision has been added to provide that a recreational pilot also must carry his or her logbook when conducting operations under § 61.101(h). This correction is consistent with the requirement in § 61.101(i).

Section 61.55 Second-in-command qualifications. The FAA has deleted the reference to flight training devices in paragraph (b)(2). Amendment No. 61–100, ''Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers'' (61 FR 34508, July 2, 1996), did not provide for the use of flight training devices to meet the recent flight experience requirements for pilots serving as second-in-command of an aircraft type certificated for more than one required pilot flight crewmember or in operations requiring a second in command. The reference to flight training devices was inadvertently included in the final rule. The FAA notes the use of flight simulators is permitted to meet the requirements of paragraph (b)(2).

In paragraph (b)(2)(i) the requirement for full-stop landings was inadvertently omitted from the recent flight experience requirements. This requirement was included in § 61.55(b)(2)(i) before the adoption of the final rule and the FAA did not propose deleting it in Notice No. 95–10. Therefore, the requirement for full-stop landings has been reinstated in the final rule.

Section 61.57 Recent flight experience: Pilot in command. As adopted in the final rule, the recent flight experience requirements of paragraph (a)(1) could be interpreted as precluding a pilot who does not meet those requirements from acting as second in command of an aircraft requiring more than one pilot flight crewmember. However, this was not the FAA's intention; therefore, the language in this paragraph has been corrected to provide that a person not meeting the requirements of § 61.57(a)(1) may not act as ''a pilot in command of an aircraft carrying passengers or of an aircraft certificated for more than one pilot flight crewmember.''

The FAA reorganized paragraph (b) to parallel the format of paragraph (a). In addition, the FAA added paragraph (b)(1) to require that a pilot must be the sole manipulator of the flight controls to meet the night takeoff and landing experience requirements. Paragraph (b)(2) has been added to require that the takeoff and landings are performed in the appropriate category, class, and type, if applicable, of aircraft. These requirements were included in § 61.57 before the adoption of the final rule and were proposed in Notice No. 95–10. The FAA did not intend to omit these requirements from the final rule.

The FAA notes that accomplishment of the night takeoff and landing requirements in paragraph (b) may be used to satisfy the requirements of paragraph (a). However, the accomplishment of the day takeoff and landings required in paragraph (a) may

not be used to satisfy the requirements of paragraph (b).

Section 61.58 Pilot-in-command proficiency check: Operation of aircraft requiring more than one pilot flight crewmember. The FAA inadvertently omitted from paragraph (b) the exception for persons maintaining continuing qualification under an Advanced Qualification Program approved under Special Federal Aviation Regulation 58. In addition, the FAA added language to clarify that the pilot-in-command proficiency checks and tests specified in paragraphs (d)(1) through (d)(3) must be completed in an aircraft type certificated for more than one required pilot flight crewmember. Because § 61.58 only applies to pilot-in-command proficiency checks for operating aircraft type certificated for more than one required pilot flight crewmember, this correction was necessary to ensure that the checks or tests were performed in an aircraft appropriate to the operations the pilot will be authorized to conduct. Paragraph (e) has been expanded to include a provision for the use of an otherwise qualified and approved flight simulator that is not qualified and approved for a specific maneuver required during the pilot-in-command proficiency check. This provision was adopted in Amendment No. 61–100 but inadvertently omitted in the final rule.

Section 61.63 Additional aircraft ratings (other than on an airline transport pilot certificate). The FAA reinstated a provision in paragraph (c)(4) to provide that a person who holds a lighter-than-air category rating with a balloon class rating and seeks an airship class rating must meet the training time requirements prescribed for an airship class rating. This requirement was included in § 61.63 before the adoption of the final rule and was inadvertently omitted.

As adopted in the final rule, an applicant for an additional type rating would be required to perform the practical test under ''instrument flight rules.'' It was not the FAA's intention to require an applicant to file an instrument flight rules (IFR) flight plan. Section 61.63 did not contain such a requirement before the adoption of the final rule. The FAA has corrected paragraph (d)(5) to require that the practical test for an additional type rating must be performed in actual or simulated instrument conditions.

Former paragraph (i) has been deleted because it duplicated the provisions of paragraph (h). Paragraphs (j) through (l) have been redesignated as paragraphs (i) through (k). In addition, the section heading has been revised to more accurately reflect the content of the section.

Section 61.65 Instrument rating requirements. The FAA corrected paragraph (a)(1) to provide that a person applying for an instrument rating must only hold a private pilot certificate with an airplane, helicopter, or powered-lift rating as appropriate to the instrument rating sought. The previous language was more general and may have caused confusion because only airplane, helicopter, and powered-lift instrument ratings are issued on pilot certificates. For the same reason, equivalent changes have been made to paragraphs (a)(5) and (a)(8)(i).

The FAA also corrected paragraph (a)(8)(ii) to clarify that if a flight training device is used for the practical test, the instrument approach procedures are limited to one precision and one nonprecision approach. The words ''instrument approach'' were inadvertently omitted in the final rule. It was not the FAA's intent to limit all procedures accomplished in a flight training device to one precision and one nonprecision approach.

Section 61.69 Glider towing: Experience and training requirements. To meet the recent experience requirement for towing gliders, a pilot is required to meet the requirements of paragraph (a)(6)(i) or paragraph (a)(6)(ii). Paragraph (a)(6)(i) requires a pilot to perform three actual glider tows while accompanied by a qualified pilot. Paragraph (a)(6)(ii) requires a pilot to make at least three flights as pilot in command of a glider towed by an aircraft. In paragraph (a)(6)(i), the FAA inadvertently omitted the provision allowing pilots to meet the recent experience requirement by performing at least three simulated glider tows while accompanied by a qualified pilot. This provision was included in § 61.69 before adoption of the final rule and is necessary because not all glider clubs have two-place glider tow airplanes. In addition, a pilot who does not have a glider rating would not be able to meet the alternative recent experience requirement under paragraph (a)(6)(ii).

Section 61.73 Military pilots or former military pilots: Special rules. As adopted in the final rule, the language in paragraph (c)(2) inadvertently required an applicant to present documentation that he or she was on active military status during the 12 months preceding application for a pilot certificate or rating based on the applicant's military training. However, paragraph (c) specifically addresses the requirements for military pilots who were not on active military status during that time period. Paragraph (c)(2) has been corrected by incorporating language contained in § 61.73 before the adoption of the final rule.

Section 61.77 Special purpose pilot authorization: Operation of U.S.-registered civil aircraft leased by a person who is not a U.S. citizen. The FAA corrected paragraph (b) to clarify that an applicant must present to a Flight Standards District Office all documentation required to establish his or her eligibility for a special purpose pilot authorization.

Paragraph (d), which describes the circumstances under which a special purpose pilot authorization is valid, has been corrected to include several provisions that were contained in § 61.77 before adoption of the final rule and that were inadvertently omitted in the rulemaking process. Under new paragraph (d)(2) the holder of a special purpose pilot authorization must have the medical documentation required by paragraph (b) in his or her physical possession or immediately accessible in the aircraft while exercising the privileges of the authorization. In addition, new paragraphs (d)(3) and (d)(4) provide that a special purpose pilot authorization remains valid only while the holder of the authorization is employed by the person who provides the certification required by paragraph (b) and while the holder operates the aircraft described in that certification.

Paragraph (i) has been established to address the renewal requirements previously included in paragraph (d), ''General limitations.'' In addition, the FAA has added paragraph (j) to address the surrender of a special purpose pilot authorization. This provision was contained in § 61.77 before the adoption of the final rule.

Section 61.87 Solo requirements for student pilots. The FAA determined that it is necessary to add the phrase ''if applicable'' at the conclusion of paragraphs (i) (4), (10), and (11).

The maneuvers described in paragraphs (i) (4) and (10) are required only if a student pilot is receiving training in a powered glider. The maneuver described in paragraph (i)(11) is required only if training is received in a nonpowered glider. In addition, paragraph (m)(3) has been deleted because it duplicated the endorsement requirement contained in paragraph (m)(4).

Section 61.93 Solo cross-country flight requirements. This section addresses the solo cross-country flight requirements for student pilots. Therefore, the FAA has removed paragraph (c)(2)(ii) because that paragraph addressed cross-country endorsement requirements for

certificated pilots receiving training for an additional aircraft category and class rating. The endorsement requirements for pilots seeking additional aircraft ratings are contained in § 61.63.

Section 61.96 Applicability and eligibility requirements: General. The FAA has corrected paragraph (b)(6) to provide that an applicant for a recreational pilot certificate must meet the aeronautical experience requirements of § 61.99 before applying for the practical test. This requirement is consistent with the eligibility requirements for other certificates issued under part 61.

Section 61.109 Aeronautical experience. The introductory paragraph of this section, as adopted in the final rule, sets forth the total aeronautical experience requirements for persons seeking a private pilot certificate with an airplane, rotorcraft, or powered-lift category rating. However, this section also addresses the requirements for obtaining a private pilot certificate with a glider, airship, or balloon rating. Consequently, the FAA added introductory language to each of the paragraphs describing the total aeronautical requirements for the particular ratings. The FAA has not included any additional requirements for obtaining these ratings.

The FAA notes that the instrument training required by paragraphs (a)(3), (b)(3), and (e)(3) need not be provided by an authorized instructor who holds an instrument rating on his or her flight instructor's certificate. Instrument training for a private pilot certificate only requires training on basic instrument maneuvers such as straight and level flight, constant airspeed climbs and descents, turns to a heading, and recovery from unusual flight attitudes; therefore, the FAA does not require that such training be provided by an instructor who holds a flight instructor certificate with an instrument rating. The rule language of paragraphs (a)(3), (b)(3), and (e)(3) has been corrected to reflect this policy.

Section 61.110 Night flying exceptions. The FAA corrected paragraph (b)(2) to provide that a private pilot certificate issued with the limitation ''Night flying prohibited'' will become invalid for use if the pilot does not comply with the night flight training requirements within 12 calendar months after issuance of the certificate. It may have appeared from the language adopted in the final rule that the FAA would pursue an enforcement action to suspend the pilot certificate if the night flight training requirements were not met within the 12-month period. This is not the case; however, the pilot certificate will be invalid for use after that period until the pilot meets the night flight training requirements.

Section 61.129 Aeronautical experience. The FAA removed the references to the hours that may be credited for training received in a flight simulator or flight training device from paragraphs (a), (b), (c), and (e), which describe the total aeronautical experience requirements for obtaining a commercial pilot certificate with an airplane, helicopter, or powered-lift rating. It is no longer necessary to include this language because paragraph (i), which addresses the crediting of training received in a flight simulator or flight training device, was included in this section with the adoption of Amendment No. 61–100. In addition, the FAA corrected paragraphs (a)(2)(ii), (b)(2)(ii), and (e)(2)(ii) to provide that only 10 of the 50 hours of required cross-country flight for an airplane or powered-lift rating must be accomplished in the category of aircraft for which the applicant is seeking a rating.

Paragraphs (a)(3)(ii) and (b)(3)(ii) require that a person seeking a commercial pilot certificate with a single-engine or multiengine rating receive training in a complex aircraft. As adopted in the final rule, § 61.129 did not address those requirements as they apply to seaplanes. Therefore, the FAA added language to paragraphs (a)(3)(ii) and (b)(3)(ii) to provide that an applicant for a commercial pilot certificate with a seaplane rating must obtain 10 hours of training in a seaplane that has flaps and a controllable pitch propeller.

The requirement for cross-country training in night visual flight rules (VFR) conditions for applicants seeking a commercial pilot certificate with a powered-lift rating was inadvertently omitted from paragraph (e)(3)(iii). This requirement was proposed in Notice No. 95–10 and is consistent with the cross-country flight training requirements for persons seeking a commercial pilot certificate with an airplane, rotorcraft, or airship rating.

As adopted in the final rule, paragraph (i)(3) provided for a reduction in the total aeronautical experience requirements if an applicant for a commercial pilot certificate with an airplane, helicopter, or powered-lift rating satisfactorily completes an approved commercial pilot course conducted by a training center certificated under part 142. However, the hours specified in paragraph (i)(3)(ii) did not result in a reduction in the total aeronautical experience requirements for applicants seeking a commercial pilot certificate with a helicopter rating. Therefore, the FAA removed the reference to the helicopter rating in paragraph (i)(3).

Section 61.131 Exceptions to the night flying requirements. The FAA corrected paragraph (b)(2) to provide that a commercial pilot certificate issued with the limitation ''Night flying prohibited'' will become invalid for use if the pilot does not comply with the night flight training requirements within 12 calendar months after issuance of the certificate. This correction is consistent with the change to § 61.110(b)(2).

Section 61.133 Commercial pilot privileges and limitations. A provision permitting a commercial pilot with a lighter-than-air category rating to provide training and endorsements for a flight review, operating privilege, or recency of experience requirements was inadvertently omitted from paragraphs (a)(2)(i) and (a)(2)(ii). The FAA added paragraphs (a)(2)(i)(E) and (a)(2)(ii)(D) to provide for these privileges.

Section 61.153 Eligibility requirements: General. The FAA inadvertently included the phrase ''if the person holds a pilot license'' in the eligibility requirements for pilots applying for an ATP certificate, and who hold a foreign ATP license or a foreign commercial pilot license and an instrument rating. This language was a superfluous addition and has been deleted. In addition, the requirement that the applicant hold the foreign pilot license and instrument rating without limitations was inadvertently omitted from the final rule. This language was included in § 61.155 before the adoption of the final rule and has been reinstated.

Section 61.157 Flight proficiency. As adopted in the final rule, an applicant for a type rating would be required to perform the practical test under ''instrument flight rules.'' It was not the FAA's intention to require an applicant to file an IFR flight plan; therefore, the FAA has corrected paragraph (b)(3) to require that the practical test for an additional type rating be performed in actual or simulated instrument conditions.

In Amendment No. 61–101, ''Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers; Editorial and Other Changes'' (62 FR 13788, March 21, 1997), the FAA revised § 61.157, in part, to provide that a check conducted under 14 CFR § 121.441 and used to satisfy the requirements of § 61.157 must be a pilot-in-command proficiency check. This requirement was inadvertently omitted from § 61.157 when the final rule was adopted. This requirement has been incorporated into paragraph (f)(1).

Section 61.165 Additional aircraft category and class ratings. The FAA corrected paragraphs (b) and (c) by removing the references to class ratings. This correction is necessary because a knowledge test is not required when a person who holds an ATP certificate seeks an additional class rating within the same aircraft category. The FAA has added paragraph (e) to address this situation.

Section 61.183 Eligibility requirements. The FAA has clarified the eligibility requirement contained in paragraph (c)(2) for persons seeking a flight instructor certificate. Under new paragraph (c)(2), an applicant is required to hold either a commercial pilot certificate with an instrument rating or an ATP certificate with instrument privileges on that applicant's pilot certificate that is appropriate to the flight instructor rating sought. The word ''privileges'' refers to the instrument privileges held by airline transport pilots.

The reference in paragraph (e) to § 61.185(a) has been corrected to read § 61.185(a)(1). This correction was necessary because not all applicants for a flight instructor certificate or rating are required to pass a knowledge test on the fundamentals of instruction as specified in § 61.185(a)(1). However, the FAA notes that all applicants are required to pass a knowledge test on the appropriate aeronautical knowledge areas in § 61.185(a) (2) and (3).

Section 61.185 Aeronautical knowledge. For the same reasons stated in the preamble to the corrections of § 61.183, the reference to § 61.185(a) in paragraph (b) has been corrected to read § 61.185(a)(1).

Section 61.193 Flight instructor privileges. The FAA has removed from the introductory paragraph to this section the phrase ''and that person's pilot certificate and rating.'' It may have appeared from this language that a flight instructor could instruct based only on that instructor's pilot certificate and ratings; however, a flight instructor is authorized to instruct only within the limitations on that person's flight instructor's certificate. The FAA notes that under § 61.195, a flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold a valid pilot certificate and flight instructor certificate, with the appropriate ratings. In addition, a flight instructor who provides flight training for the issuance of an instrument rating or type rating not limited to conducting operations under VFR must hold an instrument rating on his or her pilot certificate and flight instructor certificate that is appropriate to the category and class of aircraft in which instrument training is provided.

Section 61.217 Recent experience requirements. It was not the FAA's intention to require a ground instructor to meet the recent experience requirements by demonstrating proficiency to an FAA inspector or a designated pilot examiner. Therefore, paragraph (b) has been corrected to provide that the holder of a ground instructor certificate may not perform the duties of a ground instructor unless within the preceding 12 months that person has received an endorsement from an authorized ground or flight instructor who certifies that the person has demonstrated proficiency in the subject areas prescribed in §61.213(a)(3) and (a)(4).

Part 141

Terminology. References to ''instructor'' have been changed to ''authorized instructor'' because only authorized instructors as defined in §61.1(b)(2) may provide training.

Section 141.31 Applicability. Paragraphs (b)(1) and (b)(2) have been clarified by specifying that a pilot school or provisional pilot school must, at the time of application, have ownership of, or a written lease agreement for, a facility or airport for at least the 6 calendar months beyond the date that the application for initial certification and renewal was made.

Section 141.35 Chief instructor qualifications. Paragraph (a)(1) has been corrected by specifying that a chief instructor must hold an instrument rating only if such a rating is applicable to the course of training for the particular category and class of aircraft in which he or she will instruct. The language in the amendment inadvertently resulted in a requirement that a chief pilot for a commercial pilot-helicopter course must hold an instrument rating. In addition, paragraph (a)(6) has been corrected to include airships among the class of aircraft for which a chief instructor is required to have only 40 percent of the hours specified in paragraphs (b) and (d) of the section; those paragraphs include requirements for instrument instruction. The requirement in paragraph (a)(6) has been changed because the FAA proposed an instrument rating for airships in Notice No. 95–11, but inadvertently neglected to omit that proposal in the final rule. Paragraphs (a)(6) and (7) also have been combined to remove a reference to paragraph (c) that addresses instrument ratings, which no longer apply to airships.

Section 141.36 Assistant chief instructor qualifications. Paragraph (a) has been corrected by specifying that an assistant chief instructor must hold an instrument rating only if such a rating is applicable to the course of training for the particular category and class of aircraft in which he or she will instruct. This change was necessary for the same reasons that the requirements of §141.35(a) were changed for chief instructors.

Section 141.53 Approval procedures for a training course: General. Paragraph (c)(1) has been clarified by specifying that the retention of a course's approval until 1 year after August 4, 1997, when that training course is submitted for approval before August 4, 1997, is permitted, but not mandated, by the rule, which was never the FAA's intent.

Section 141.63 Examining authority qualification requirements. Paragraph (a)(5) has been corrected by replacing the word ''after'' with the word ''before'' because the paragraph lists the requirements that a school must meet before it can apply for examining authority.

Section 141.75 Aircraft requirements. This section has been changed by deleting paragraphs (b) and (c) because they contained provisions in §141.39(b), to the extent that, at the time of application, the Administrator may permit a flight school's aircraft to hold airworthiness certificates that are other than standard or primary, if the Administrator determines that such types of aircraft may be used. This would include such specialized roles as agricultural, external-load, test-pilot, and special operations.

Section 141.77 Limitations. This section has been clarified by specifying the requirement for the manner in which a school may give credit for another school's certification. Specifically, this credit relates to the kind and amount of training the previous school provided to a student who has since transferred.

Section 141.93 Enrollment. Paragraph (a)(3)(v) has been clarified by changing the term ''write-offs'' to ''approval for return-to-service determinations,'' even though the former term was used before adoption of the final rule. The FAA is making this change because the term was never adequately explained, and it is not part of common aviation terminology.

Appendix B to Part 141—Private Pilot Certification Course. Section No. 4, paragraphs (c)(2), (3), and (4) have been corrected to permit the additional use of training time in flight simulators and flight training devices in approved courses. This change reflects the changes set forth in the final rule, which incorporated a new definition for ''flight

simulators'' and introduced a new definition for ''flight training devices,'' with other training equipment falling under the definition of ''training aids and equipment.'' As a result of these changes, the number of hours that could be credited for flight training devices based on the older definition of ''ground trainers'' no longer corresponded to the total number of hours that could be credited for training specified in part 141 before the amendment. Because this reduction was unintentional, the FAA is adjusting the amount of training permitted in flight training devices to avoid any reduction in the amount of training time that may be credited. To preserve the ratio of training time that may be credited in a part 141 course between flight training devices and flight simulators, the amount of training time that may be credited in a flight simulator also has been adjusted.

Appendix C to Part 141—Instrument Rating Course. Section No. 4, paragraph (b)(3) has been modified for the same reasons as appendix B, section No. 4, paragraphs (c)(2), (3), and (4).

Appendix D to Part 141—Commercial Pilot Certification Course. Section No. 3, paragraph (a) has been changed to reduce the hours of training required for the commercial pilot certification course for an airplane or powered-lift category rating, because candidates for the course are already required to hold an instrument rating before enrolling in the course. At the same time, a new section No. (a)(2) was created with increased hour requirements to provide for a lighter-than-air category with an airship class rating. This increase was inadvertently omitted from the final rule, and is a result of the FAA's decision to withdraw the proposed instrument rating for the airship class. As a result, a commercial pilot certification course would require increased hours for airship class candidates. This would provide a comparable level of training and experience among pilots regardless of the rating obtained. Section No. 4, paragraph (a) has been changed for the same reasons. Paragraphs (c)(2), (3), and (4) have been modified for the same reasons as appendix B, section No. 4, paragraphs (c)(2), (3), and (4).

Appendix F to Part 141—Flight Instructor Certification Course. Section 4, paragraph (c)(6)(vii) has been clarified to include tows as well as launches, and to specify go-arounds ''if applicable'' because only certain gliders are motorized.

Appendix I to Part 141—Additional Aircraft Category or Class Rating Course. Section No. 3 has been corrected to clarify that an approved course for an additional aircraft category rating or additional class rating must include only the ground training time requirements and ground training on the aeronautical knowledge areas that are specific to that aircraft category and class rating and pilot certificate level for which the course applies as provided in appendixes A, B, D, or E of this part. It was not the FAA's intent to require that the course for an additional rating include the total ground training time requirements for the pilot certificate. Section No. 4, paragraph (a) has been corrected for reasons similar to those discussed in the preamble of the corrections to Section No. 3. In addition, paragraphs (b)(2), (3), and (4) have been modified for the same reasons as appendix B, section No. 4, paragraphs (c)(2), (3), and (4).

List of Subjects

14 CFR Part 61

Aircraft, Airmen, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 141

Airmen, Aviation safety, Educational facilities, Reporting and recordkeeping requirements, Schools.

Correction of Publication

Accordingly, in **Federal Register** Doc. No. 97–7450, published on April 4, 1997, make the following corrections:

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS

1. On page 16298, in the second column, in the table of contents for subpart A of part 61, the entry for § 61.4 is corrected to read ''Qualification and approval of flight simulators and flight training devices.''.

2. On page 16298, in the third column, in the table of contents for subpart A of part 61, the entry for § 61.58 is corrected to read ''Pilot-in-command proficiency check: Operation of aircraft requiring more than one pilot flight crewmember.''.

3. On page 16298, in the third column, in the table of contents for subpart B of part 61, the entry for § 61.63 is corrected to read ''Additional aircraft ratings (other than on an airline transport pilot certificate).''.

4. On page 16299, in the second column, in the table of contents for subpart I of part 61, the entry for § 61.217 is corrected to read ''Recent experience requirements.''.

§ 61.1 [Corrected]

5. § 61.1 is corrected as follows:

a. On page 16300, in the third column, in paragraph (b)(1), in line 3, before the word ''flight'', remove the word ''approved'', and, after the word ''or'', remove the word ''approved''.

b. On page 16300, in the third column, paragraph (b)(3) should read as follows:

* * * * *

(b) * * *

(3) *Cross-country time* means—

(i) Except as provided in paragraphs (b)(3) (ii), (iii), (iv), and (v) of this section, time acquired during a flight—

(A) Conducted by a person who holds a pilot certificate;

(B) Conducted in an aircraft;

(C) That includes a landing at a point other than the point of departure; and

(D) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(ii) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating), for a private pilot certificate, a commercial pilot certificate, or an instrument rating, or for the purpose of exercising recreational pilot privileges (except in a rotorcraft) under § 61.101(c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a point of landing that was at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(iii) For the purpose of meeting the aeronautical experience requirements for any pilot certificate with a rotorcraft category rating or an instrument-helicopter rating, or for the purpose of exercising recreational pilot privileges, in a rotorcraft, under § 61.101(c), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That includes a point of landing that was at least a straight-line distance of more than 25 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

(iv) For the purpose of meeting the aeronautical experience requirements for an airline transport pilot certificate (except with a rotorcraft category rating), time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.

(v) For a military pilot who qualifies for a commercial pilot certificate (except with a rotorcraft category rating) under § 61.73 of this part, time acquired during a flight—

(A) Conducted in an appropriate aircraft;

(B) That is at least a straight-line distance of more than 50 nautical miles from the original point of departure; and

(C) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.

c. On page 16301, in the second column, in paragraph (b)(12)(i), after the word ''pilot'', add the words ''flight crewmember''.

d. On page 16301, in the second column, in paragraph (b)(12)(ii), in line 3, before the word ''flight'', remove the word ''approved'' and, after the word ''or'', remove the word ''approved''.

e. On page 16301, in the second column, in paragraph (b)(12)(iii), in line 2, remove the word ''approved'' and, in line 3, remove the word ''approved''.

f. On page 16301, in the second column, in paragraph (b)(13), in line 6, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 7, remove the words ''an approved'' and add, in their place, the word ''a''.

g. On page 16301, in the second column, in paragraph (b)(15)(iii), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

§ 61.2 [Corrected]

6. § 61.2 is corrected as follows:

a. On page 16301, in the second column, in paragraph (a), in line 3, after the word ''certificate'', add the words ''issued under this part (other than under § 61.75)''.

b. On page 16301, in the second column, in paragraph (b)(1), in line 3, after the word ''pilot'', add the word ''flight''.

c. On page 16301, in the third column, in paragraph (c)(1), in line 2, remove the word ''of''.

§ 61.3 [Corrected]

7. § 61.3 is corrected as follows:

a. On page 16301, in the third column, in paragraph (a), in line 3, after the word ''pilot'', add the words ''flight crewmember''.

b. On page 16301, in the third column, in paragraph (b) introductory text, in line 5, after the word ''pilot'', add the words ''flight crewmember''.

c. On page 16301, in the third column, paragraph (c)(1) should read as follows:

* * * * *

(c) * * *

(1) Except as provided for in paragraph (c)(2) of this section, a person may not act as pilot in command or in any other capacity as a required pilot flight crewmember of an aircraft, under a certificate issued to that person under this part, unless that person has a current and appropriate medical certificate that has been issued under part 67 of this chapter, or other documentation acceptable to the Administrator, which is in that person's physical possession or readily accessible in the aircraft.

* * * * *

d. On page 16302, in the first column, in paragraph (c)(2)(iv), in line 6, after the word ''required'', add the words ''pilot flight''.

e. On page 16302, in the first column, paragraph (d) should read as follows:

* * * * *

(d) *Flight instructor certificate*. (1) A person who holds a flight instructor certificate issued under this part must have that certificate, or other documentation acceptable to the Administrator, in that person's physical possession or readily accessible in the aircraft when exercising the privileges of that flight instructor certificate.

(2) Except as provided in paragraph (d)(3) of this section, no person other than the holder of a flight instructor certificate issued under this part with the appropriate rating on that certificate may—

(i) Give training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a—

(A) Pilot certificate or rating issued under this part;

(B) Flight instructor certificate or rating issued under this part; or

(C) Ground instructor certificate or rating issued under this part;

(iii) Endorse a pilot logbook to show training given; or

(iv) Endorse a student pilot certificate and logbook for solo operating privileges.

(3) A flight instructor certificate issued under this part is not necessary—

(i) Under paragraph (d)(2) of this section, if the training is given by the holder of a commercial pilot certificate with a lighter-than-air rating, provided the training is given in accordance with the privileges of the certificate in a lighter-than-air aircraft;

(ii) Under paragraph (d)(2) of this section, if the training is given by the holder of an airline transport pilot certificate with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the certificate and conducted in accordance with an approved air carrier training program approved under part 121 or part 135 of this chapter;

(iii) Under paragraph (d)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 of this chapter, provided the training is conducted in accordance with an approved part 142 training program;

(iv) Under paragraphs (d)(2)(i), (d)(2)(ii)(C), and (d)(2)(iii) of this section, if the training is given by the holder of a ground instructor certificate in accordance with the privileges of the certificate; or

(v) Under paragraph (d)(2)(iii) of this section, if the training is given by an authorized flight instructor under § 61.41 of this part.

f. On page 16302, in the third column, paragraph (i) should read as follows:

* * * * *

(i) *Ground instructor certificate*. (1) Each person who holds a ground instructor certificate issued under this part or part 143 must have that certificate in that person's physical possession or immediately accessible when exercising the privileges of that certificate.

(2) Except as provided in paragraph (i)(3) of this section, no person other than the holder of a ground instructor certificate, issued under this part or part 143, with the appropriate rating on that certificate may—

(i) Give ground training required to qualify a person for solo flight and solo cross-country flight;

(ii) Endorse an applicant for a knowledge test required for a pilot, flight instructor, or ground instructor certificate or rating issued under this part; or

(iii) Endorse a pilot logbook to show ground training given.

(3) A ground instructor certificate issued under this part is not necessary—

(i) Under paragraph (i)(2) of this section, if the training is given by the holder of a flight instructor certificate issued under this part in accordance with the privileges of that certificate;

(ii) Under paragraph (i)(2) of this section, if the training is given by the holder of a commercial pilot certificate with a lighter-than-air rating, provided

the training is given in accordance with the privileges of the certificate in a lighter-than-air aircraft;

(iii) Under paragraph (i)(2) of this section, if the training is given by the holder of an airline transport pilot certificate with a rating appropriate to the aircraft in which the training is given, provided the training is given in accordance with the privileges of the certificate and conducted in accordance with an approved air carrier training program approved under part 121 or part 135 of this chapter;

(iv) Under paragraph (i)(2) of this section, if the training is given by a person who is qualified in accordance with subpart C of part 142 of this chapter, provided the training is conducted in accordance with an approved part 142 training program; or

(v) Under paragraph (i)(2)(iii) of this section, if the training is given by an authorized flight instructor under § 61.41 of this part.

§ 61.4 [Corrected]

8. § 61.4 is corrected as follows:

a. On page 16303, in the second column, the heading for § 61.4 should read as follows: ''*Qualification and approval of flight simulators and flight training devices*.''

b. On page 16303, in the second column, in paragraph (a) introductory text, in line 8, before the word ''approved'', add the words ''qualified and''.

c. On page 16303, in the second column, in paragraph (c), in line 2, remove the word ''training''.

§ 61.11 [Corrected]

9. § 61.11 is corrected as follows:

a. On page 16304, in the first column, in paragraph (a)(2), in line 2, after the word ''required'', add the words ''pilot flight''.

b. On page 16304, in the first column, in paragraph (b) introductory text, in line 2, remove the word ''may'' and add, in its place, the word ''will''.

c. On page 16304, in the first column, in paragraph (c), in line 4, after the word ''expires'', add the words ''unless otherwise specified on the U.S. pilot certificate. A certificate without an expiration date is issued to the holder of the expired certificate only if that person meets the requirements of § 61.75 for the issuance of a pilot certificate based on a foreign pilot license''.

d. On page 16304, in the first column, remove paragraph (g).

10. On page 16304, in the first column, § 61.13 is corrected to read as follows:

§ 61.13 Issuance of airman certificates, ratings, and authorizations.

(a) *Application*. (1) An applicant for an airman certificate, rating, or authorization under this part must make that application on a form and in a manner acceptable to the Administrator.

(2) An applicant who is neither a citizen of the United States nor a resident alien of the United States—

(i) Must show evidence that the appropriate fee prescribed in appendix A to part 187 of this chapter has been paid when that person applies for a—

(A) Student pilot certificate that is issued outside the United States; or

(B) Knowledge test or practical test for an airman certificate or rating issued under this part, if the test is administered outside the United States.

(ii) May be refused issuance of any U.S. airman certificate, rating, or authorization by the Administrator.

(3) Except as provided in paragraph (a)(2)(ii) of this section, an applicant who satisfactorily accomplishes the training and certification requirements for the certificate, rating, or authorization sought is entitled to receive that airman certificate, rating, or authorization.

(b) *Limitations*. (1) An applicant who cannot comply with certain areas of operation required on the practical test because of physical limitations may be issued an airman certificate, rating, or authorization with the appropriate limitation placed on the applicant's airman certificate provided the—

(i) Applicant is able to meet all other certification requirements for the airman certificate, rating, or authorization sought; (ii) Physical limitation has been recorded with the FAA on the applicant's medical records; and

(iii) Administrator determines that the applicant's inability to perform the particular area of operation will not adversely affect safety.

(2) A limitation placed on a person's airman certificate may be removed, provided that person demonstrates for an examiner satisfactory proficiency in the area of operation appropriate to the airman certificate, rating, or authorization sought.

(c) *Additional requirements for Category II and Category III pilot authorizations*. (1) A Category II or Category III pilot authorization is issued by a letter of authorization as part of an applicant's instrument rating or airline transport pilot certificate.

(2) Upon original issue, the authorization contains the following limitations:

(i) For Category II operations, the limitation is 1,600 feet RVR and a 150-foot decision height; and

(ii) For Category III operations, each initial limitation is specified in the authorization document.

(3) The limitations on a Category II or Category III pilot authorization may be removed as follows:

(i) In the case of Category II limitations, a limitation is removed when the holder shows that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions.

(ii) In the case of Category III limitations, a limitation is removed as specified in the authorization.

(4) To meet the experience requirements of paragraph (c)(3) of this section, and for the practical test required by this part for a Category II or a Category III pilot authorization, a flight simulator or flight training device may be used if it is approved by the Administrator for such use.

(d) *Application during suspension or revocation*. (1) Unless otherwise authorized by the Administrator, a person whose pilot, flight instructor, or ground instructor certificate has been suspended may not apply for any certificate, rating, or authorization during the period of suspension.

(2) Unless otherwise authorized by the Administrator, a person whose pilot, flight instructor, or ground instructor certificate has been revoked may not apply for any certificate, rating, or authorization for 1 year after the date of revocation.

§ 61.23 [Corrected]

11. §61.23 is corrected as follows:

a. On page 16306, in the first column, in paragraph (a)(3)(iv), in line 6, after the word ''required'', add the words ''pilot flight''.

b. On page 16306, in the first column, in paragraph (b)(5), in line 4, after the word ''required'', add the words ''pilot flight''.

c. On page 16306, in the first column, in paragraph (b)(7), in line 4, remove the word ''an'' and add, in its place, the word ''a'', and, in line 5, before the word ''flight'', remove the word ''approved'' and, after the word ''or'', remove the word ''approved''.

d. On page 16306, in the first column, in paragraph (b)(8), in line 3, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 4, remove the word ''approved''.

e. On page 16306, in the second column, in paragraph (c)(1)(iii), in line 6, after the word ''required'', add the words ''pilot flight''.

f. On page 16306, in the second column, in paragraph (c)(2)(ii), in line 6,

after the word ''required'', add the words ''pilot flight''.

g. On page 16306, in the second column, in paragraph (c)(3) introductory text, in line 6, after the word ''required'', add the words ''pilot flight''.

§ 61.29 [Corrected]

12. § 61.29 is corrected as follows:

a. On page 16306, in the third column, in paragraph (a), in line 3, remove the word ''shall'' and add, in its place, the word ''must'', and, in line 7, remove the word ''shall'' and add, in its place, the word ''must''.

b. On page 16306, in the third column, in paragraph (b), in line 3, remove the word ''shall'' and add, in its place, the word ''must'', and, in line 7, remove the word ''shall'' and add, in its place, the word ''must''.

c. On page 16306, in the third column, in paragraph (c), in line 3, remove the word ''shall'' and add, in its place, the word ''must'', and, in line 7, remove the word ''shall'' and add, in its place, the word ''must''.

d. On page 16306, in the third column, in paragraph (e) introductory text, in line 4, after the acronym ''FAA'', add the words ''Aeromedical Certification Branch or the Airman Certification Branch, as appropriate,''.

13. On page 16307, in the first column, §61.31 is corrected to read as follows:

§ 61.31 Type rating requirements, additional training, and authorization requirements.

(a) *Type ratings required.* A person who acts as a pilot in command of any of the following aircraft must hold a type rating for that aircraft:

(1) Large aircraft (except lighter-than-air).

(2) Turbojet-powered airplanes.

(3) Other aircraft specified by the Administrator through aircraft type certificate procedures.

(b) *Authorization in lieu of a type rating.* A person may be authorized to operate without a type rating for up to 60 days an aircraft requiring a type rating, provided—

(1) The Administrator has authorized the flight or series of flights;

(2) The Administrator has determined that an equivalent level of safety can be achieved through the operating limitations on the authorization;

(3) The person shows that compliance with paragraph (a) of this section is impracticable for the flight or series of flights; and

(4) The flight—

(i) Involves only a ferry flight, training flight, test flight, or practical test for a pilot certificate or rating;

(ii) Is within the United States;

(iii) Does not involve operations for compensation or hire unless the compensation or hire involves payment for the use of the aircraft for training or taking a practical test; and

(iv) Involves only the carriage of flight crewmembers considered essential for the flight.

(5) If the flight or series of flights cannot be accomplished within the time limit of the authorization, the Administrator may authorize an additional period of up to 60 days to accomplish the flight or series of flights.

(c) *Aircraft category, class, and type ratings: Limitations on the carriage of persons, or operating for compensation or hire.* Unless a person holds a category, class, and type rating (if a class and type rating is required) that applies to the aircraft, that person may not act as pilot in command of an aircraft that is carrying another person, or is operated for compensation or hire. That person also may not act as pilot in command of that aircraft for compensation or hire.

(d) *Aircraft category, class, and type ratings: Limitations on operating an aircraft as the pilot in command.* To serve as the pilot in command of an aircraft, a person must—

(1) Hold the appropriate category, class, and type rating (if a class rating and type rating are required) for the aircraft to be flown;

(2) Be receiving training for the purpose of obtaining an additional pilot certificate and rating that are appropriate to that aircraft, and be under the supervision of an authorized instructor; or

(3) Have received training required by this part that is appropriate to the aircraft category, class, and type rating (if a class or type rating is required) for the aircraft to be flown, and have received the required endorsements from an instructor who is authorized to provide the required endorsements for solo flight in that aircraft.

(e) *Additional training required for operating complex airplanes.* (1) Except as provided in paragraph (e)(2) of this section, no person may act as pilot in command of a complex airplane (an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller; or, in the case of a seaplane, flaps and a controllable pitch propeller), unless the person has—

(i) Received and logged ground and flight training from an authorized instructor in a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a complex airplane.

(2) The training and endorsement required by paragraph (e)(1) of this section is not required if the person has logged flight time as pilot in command of a complex airplane, or in a flight simulator or flight training device that is representative of a complex airplane prior to August 4, 1997.

(f) *Additional training required for operating high-performance airplanes.* (1) Except as provided in paragraph (f)(2) of this section, no person may act as pilot in command of a high-performance airplane (an airplane with an engine of more than 200 horsepower), unless the person has—

(i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and

(ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a high-performance airplane.

(2) The training and endorsement required by paragraph (f)(1) of this section is not required if the person has logged flight time as pilot in command of a high-performance airplane, or in a flight simulator or flight training device that is representative of a high-performance airplane prior to August 4, 1997.

(g) *Additional training required for operating pressurized aircraft capable of operating at high altitudes.* (1) Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 feet MSL), unless that person has received and logged ground training from an authorized instructor and obtained an endorsement in the person's logbook or training record from an authorized instructor who certifies the person has satisfactorily accomplished the ground training. The ground training must include at least the following subjects:

(i) High-altitude aerodynamics and meteorology;

(ii) Respiration;

(iii) Effects, symptoms, and causes of hypoxia and any other high-altitude sickness;

(iv) Duration of consciousness without supplemental oxygen;

(v) Effects of prolonged usage of supplemental oxygen;

(vi) Causes and effects of gas expansion and gas bubble formation;

(vii) Preventive measures for eliminating gas expansion, gas bubble formation, and high-altitude sickness;

(viii) Physical phenomena and incidents of decompression; and

(ix) Any other physiological aspects of high-altitude flight.

(2) Except as provided in paragraph (g)(3) of this section, no person may act as pilot in command of a pressurized aircraft unless that person has received and logged training from an authorized instructor in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft, and obtained an endorsement in the person's logbook or training record from an authorized instructor who found the person proficient in the operation of a pressurized aircraft. The flight training must include at least the following subjects:

(i) Normal cruise flight operations while operating above 25,000 feet MSL;

(ii) Proper emergency procedures for simulated rapid decompression without actually depressurizing the aircraft; and

(iii) Emergency descent procedures.

(3) The training and endorsement required by paragraphs (g)(1) and (g)(2) of this section are not required if that person can document satisfactory accomplishment of any of the following in a pressurized aircraft, or in a flight simulator or flight training device that is representative of a pressurized aircraft:

(i) Serving as pilot in command before April 15, 1991;

(ii) Completing a pilot proficiency check for a pilot certificate or rating before April 15, 1991;

(iii) Completing an official pilot-in-command check conducted by the military services of the United States; or

(iv) Completing a pilot-in-command proficiency check under part 121, 125, or 135 of this chapter conducted by the Administrator or by an approved pilot check airman.

(h) *Additional training required by the aircraft's type certificate.* No person may serve as pilot in command of an aircraft that the Administrator has determined requires aircraft type-specific training unless that person has—

(1) Received and logged type-specific training in the aircraft, or in a flight simulator or flight training device that is representative of that type of aircraft; and

(2) Received a logbook endorsement from an authorized instructor who has found the person proficient in the operation of the aircraft and its systems.

(i) *Additional training required for operating tailwheel airplanes.* (1) Except as provided in paragraph (i)(2) of this section, no person may act as pilot in command of a tailwheel airplane unless that person has received and logged flight training from an authorized instructor in a tailwheel airplane and received an endorsement in the person's logbook from an authorized instructor who found the person proficient in the operation of a tailwheel airplane. The flight training must include at least the following the maneuvers and procedures:

(i) Normal and crosswind takeoffs and landings;

(ii) Wheel landings (unless the manufacturer has recommended against such landings); and

(iii) Go-around procedures.

(2) The training and endorsement required by paragraph (i)(1) of this section is not required if the person logged pilot-in-command time in a tailwheel airplane before April 15, 1991.

(j) *Additional training required for operating a glider.* (1) No person may act as pilot in command of a glider—

(i) Using ground-tow procedures, unless that person has satisfactorily accomplished ground and flight training on ground-tow procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in ground-tow procedures and operations;

(ii) Using aerotow procedures, unless that person has satisfactorily accomplished ground and flight training on aerotow procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in aerotow procedures and operations; or

(iii) Using self-launch procedures, unless that person has satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an endorsement from an authorized instructor who certifies in that pilot's logbook that the pilot has been found proficient in self-launch procedures and operations.

(2) The holder of a glider rating issued prior to August 4, 1997, is considered to be in compliance with the training and logbook endorsement requirements of this paragraph for the specific operating privilege for which the holder is already qualified.

(k) *Exceptions.* (1) This section does not require a category and class rating for aircraft not type certificated as airplanes, rotorcraft, or lighter-than-air aircraft, or a class rating for gliders or powered-lifts.

(2) The rating limitations of this section do not apply to—

(i) An applicant when taking a practical test given by an examiner;

(ii) The holder of a student pilot certificate; —(iii) The holder of a pilot certificate when operating an aircraft under the authority of an experimental or provisional aircraft type certificate;

(iv) The holder of a pilot certificate with a lighter-than-air category rating when operating a balloon; or

(v) The holder of a recreational pilot certificate operating under the provisions of §61.101(h).

§ 61.39 [Corrected]

14. On page 16309, in the first column, correct §61.39(a)(6) introductory text, in lines 1 through 2, by removing the words ''Except as provided in paragraph (c) of this section,'' and, in line 2, by capitalizing the word ''have.''

§ 61.45 [Corrected]

15. § 61.45 is corrected as follows:

a. On page 16309, in the third column, in paragraph (a) introductory text, in line 4, remove the word ''an'' and add, in its place, the word ''a''; in line 5, remove the word ''approved'', and remove the word ''an'' and add, in its place, the word ''a''; and in line 6, remove the word ''approved''.

a.-1. On page 16310, in the first column, in paragraph (a) introductory text, in line 1, remove the word ''approved''.

b. On page 16310, in the first column, in paragraph (b) introductory text, in line 2, remove the word ''An'' and add, in its place, the words ''Unless otherwise authorized by the Administrator, an''.

§ 61.47 [Corrected]

16. On page 16310, in the second column, correct §61.47(c), in line 6, by removing the word ''on'' and adding, in its place, the word ''for''.

§ 61.51 [Corrected]

17. § 61.51 is corrected as follows:

a. On page 16310, in the third column, in paragraph (b)(1)(ii), after the word ''time'', add the words ''or lesson time''.

b. On page 16310, in the third column, in paragraph (b)(1)(iii), in line 3, before the word ''flight'', remove the words ''an approved'', and add, in their place, the word ''a'', and, after the word

''or'', remove the word ''an''; and, in line 4, remove the word ''approved''.

c. On page 16310, in the third column, in paragraph (b)(1)(iv), in line 2, before the word ''flight'', remove the word ''approved'', and, after the word ''or'', remove the word ''approved''.

d. On page 16310, in the third column, in paragraph (b)(2)(v), in line 1, remove the words ''an approved'', and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

e. On page 16310, in the third column, in paragraph (b)(3)(iii), in line 2, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 3, remove the words ''an approved'' and add, in their place, the word ''a''.

f. On page 16310, in the third column, in paragraph (d), in line 2, remove the words ''acting as'' and add, in their place, the words ''performing the functions of'', and, in line 4, before the word ''flight'', add the word ''pilot''.

g. On page 16311, in the first column, in paragraph (e)(1), in line 2, after the word ''person'', remove the word ''is''.

h. On page 16311, in the first column, in paragraph (e)(1)(i), in line 1, before the word ''sole'', remove the word ''The'' and add, in its place, the words ''Is the''.

i. On page 16311, in the first column, in paragraph (e)(1)(ii), in line 2, remove the word ''when'' and add, in its place, the word ''is''.

j. On page 16311, in the first column, in paragraph (e)(4) introductory text, in line 2, after the word ''time'', add the word ''only''.

k. On page 16311, in the first column, in paragraph (e)(4)(i), after the word ''aircraft'', add the words ''or is performing the functions of pilot in command of an airship requiring more than one pilot flight crewmember''.

l. On page 16311, in the first column, in paragraph (e)(4)(iii), in line 2, after the word ''rating'', remove the comma, and, in lines 2 through 8, remove the words ''is acting as pilot in command of an airship requiring more than one flight crewmember, or is logging pilot-in-command flight time to obtain the pilot-in-command flight experience requirements for a pilot certificate or aircraft rating''.

m. On page 16311, in the first column, in paragraph (f) introductory text, in line 3, after the word ''command'', remove the word ''flight''.

n. On page 16311, in the first column, in paragraph (g)(1), in line 2, after the word ''instrument'', remove the word ''flight''.

o. On page 16311, in the first column, in paragraph (g)(2), in line 2, after the word ''instrument'', remove the word ''flight''.

p. On page 16311, in the first column, in paragraph (g)(3) introductory text, in line 2, after the word ''instrument'', remove the word ''flight''.

q. On page 16311, in the second column, in paragraph (g)(4), in line 1, remove the words ''An approved'' and add, in their place, the word ''A''; in line 2, remove the word ''approved''; and, in line 3, remove the word ''flight''.

r. On page 16311, in the second column, in paragraph (h)(1), in line 4, remove the word ''approved'', and, in line 5, remove the word ''approved''.

s. On page 16311, in the second column, in paragraph (h)(2)(ii), in line 3, before the word ''instructor'', add the word ''authorized''.

t. On page 16311, in the second column, in paragraph (i)(2) introductory text, in line 4, before the word ''instructor'', add the word ''authorized''.

u. On page 16311, in the second column, paragraph (i)(3) should read as follows:

* * * * *

(3) A recreational pilot must carry his or her logbook with the required authorized instructor endorsements on all solo flights—

(i) That exceed 50 nautical miles from the airport at which training was received;

(ii) Within airspace that requires communication with air traffic control;

(iii) Conducted between sunset and sunrise; or

(iv) In an aircraft for which the pilot does not hold an appropriate category or class rating.

§ 61.55 [Corrected]

18. § 61.55 is corrected as follows:

a. On page 16311, in the third column, in paragraph (b)(2) introductory text, in line 3, remove the word ''an'' and add, in its place, the word ''a''; in line 4, before the word ''flight'', remove the word ''approved'' and, after the word ''simulator'', remove the words ''or approved''; and, in line 5, remove the words ''flight training device''.

b. On page 16311, in the third column, in paragraph (b)(2)(i), in line 1, after the word ''landings'', add the words ''to a full stop''.

c. On page 16312, in the first column, in paragraph (g) introductory text, in line 4, remove the words ''an approved'' and add, in their place, the word ''a''; in line 5, remove the dash; in lines 6 through 7, remove paragraph (g)(1); and in line 8, remove the paragraph designation ''(2)'', and remove the word ''Used'' and add, in its place, the word ''used''.

§ 61.56 [Corrected]

19. § 61.56 is corrected as follows:

a. On page 16312, in the second column, in paragraph (c)(1), in lines 3 through 6, remove the words ''appropriately rated instructor certificated under this part or other person designated by the Administrator'' and add, in their place, the words ''authorized instructor''.

b. On page 16312, in the second column, in paragraph (c)(2), in line 1, remove the words ''by the person'' and add, in their place, the words ''from an authorized instructor''.

c. On page 16312, in the second column, in paragraph (g), in line 6, remove the word ''person'' and add, in its place, the words ''authorized instructor''.

d. On page 16312, in the third column, remove paragraph (h)(1).

e. On page 16312, in the third column, redesignate paragraph (h)(2) as paragraph (h)(1) and in new paragraph (h)(1), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

f. On page 16312, in the third column, redesignate paragraph (h)(3) as paragraph (h)(2).

g. On page 16312, in the third column, redesignate paragraph (h)(4) as paragraph (h)(3) and in new paragraph (h)(3), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

§ 61.57 [Corrected]

20. § 61.57 is corrected as follows:

a. On page 16312, in the third column, in paragraph (a)(1) introductory text, in lines 5 through 6, remove the words ''as a required pilot on board an aircraft that requires'' and add, in their place, the words ''of an aircraft certificated for''.

b. On page 16312, in the third column, in paragraph (a)(3) introductory text, in line 3, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 4, remove the words ''an approved''.

c. On page 16313, in the first column, in paragraph (b)(1), in line 12, after the word ''sunrise'', remove the period and add, in its place, a comma, the word ''and'', and a dash.

d. On page 16313, in the first column, add paragraphs (b)(1)(i) and (b)(1)(ii) to read as follows:

* * * * *

(b) * * *

(1) * * *

(i) That person acted as sole manipulator of the flight controls; and

(ii) The required takeoffs and landings were performed in an aircraft of the

same category, class, and type (if a type rating is required).

* * * * *

e. On page 16313, in the first column, in paragraph (c) introductory text, in line 1, remove the word ''Recent'' from the paragraph heading and capitalize the word ''instrument''.

f. On page 16313, in the first column, in paragraph (c)(1) introductory text, in line 6, remove the words ''appropriate to'' and add, in their place, the word ''in''; in line 8, remove the words ''an approved'' and add, in their place, the word ''a''; and, in line 9, remove the word ''approved''.

g. On page 16313, in the first column, in paragraph (d) introductory text, in line 4, remove the word ''recent''; in line 6, after the word ''time'', add a comma; and, in line 8, after the word ''time'', add a comma.

h. On page 16313, in the second column, in paragraph (d)(1)(ii), in line 1, remove the words ''In an approved'' and add, in their place, the words ''For other than a glider, in a''; in line 2, remove the word ''approved''; and, in line 4, remove the words ''(other than a glider)''.

i. On page 16313, in the second column, in paragraph (d)(2)(iv), in line 1, remove the words ''instrument flight'' and add, in their place, the word ''authorized'', and, in lines 2 through 3, remove the words ''who holds the appropriate instrument instructor rating''.

21. On page 16313, in the second column, §61.58 is corrected to read as follows:

§ 61.58 Pilot-in-command proficiency check: Operation of aircraft requiring more than one pilot flight crewmember.

(a) Except as otherwise provided in this section, to serve as pilot in command of an aircraft that is type certificated for more than one required pilot flight crewmember, a person must—

(1) Within the preceding 12 calendar months, complete a pilot-in-command proficiency check in an aircraft that is type certificated for more than one required pilot flight crewmember; and

(2) Within the preceding 24 calendar months, complete a pilot-in-command proficiency check in the particular type of aircraft in which that person will serve as pilot in command.

(b) This section does not apply to persons conducting operations under part 121, 125, 133, 135, or 137 of this chapter, or persons maintaining continuing qualification under an Advanced Qualification Program approved under SFAR 58.

(c) The pilot-in-command proficiency check given in accordance with the provisions of part 121, 125, or 135 of this chapter may be used to satisfy the requirements of this section.

(d) The pilot-in-command proficiency check required by paragraph (a) of this section may be accomplished by satisfactory completion of one of the following:

(1) A pilot-in-command proficiency check conducted by a person authorized by the Administrator, consisting of the maneuvers and procedures required for a type rating, in an aircraft type certificated for more than one required pilot flight crewmember;

(2) The practical test required for a type rating, in an aircraft type certificated for more than one required pilot flight crewmember;

(3) The initial or periodic practical test required for the issuance of a pilot examiner or check airman designation, in an aircraft type certificated for more than one required pilot flight crewmember; or

(4) A military flight check required for a pilot in command with instrument privileges, in an aircraft that the military requires to be operated by more than one pilot flight crewmember.

(e) A check or test described in paragraphs (d)(1) through (d)(4) of this section may be accomplished in a flight simulator under part 142 of this chapter, subject to the following:

(1) Except as provided for in paragraphs (e)(2) and (e)(3) of this section, if an otherwise qualified and approved flight simulator used for a pilot-in-command proficiency check is not qualified and approved for a specific required maneuver—

(i) The training center must annotate, in the applicant's training record, the maneuver or maneuvers omitted; and

(ii) Prior to acting as pilot in command, the pilot must demonstrate proficiency in each omitted maneuver in an aircraft or flight simulator qualified and approved for each omitted maneuver.

(2) If the flight simulator used pursuant to paragraph (e) of this section is not qualified and approved for circling approaches—

(i) The applicant's record must include the statement, ''Proficiency in circling approaches not demonstrated''; and

(ii) The applicant may not perform circling approaches as pilot in command when weather conditions are less than the basic VFR conditions described in § 91.155 of this chapter, until proficiency in circling approaches has been successfully demonstrated in a flight simulator qualified and approved for circling approaches or in an aircraft to a person authorized by the Administrator to conduct the check required by this section.

(3) If the flight simulator used pursuant to paragraph (e) of this section is not qualified and approved for landings, the applicant must—

(i) Hold a type rating in the airplane represented by the simulator; and

(ii) Have completed within the preceding 90 days at least three takeoffs and three landings (one to a full stop) as the sole manipulator of the flight controls in the type airplane for which the pilot-in-command proficiency check is sought.

(f) For the purpose of meeting the pilot-in-command proficiency check requirements of paragraph (a) of this section, a person may act as pilot in command of a flight under day VFR conditions or day IFR conditions if no person or property is carried, other than as necessary to demonstrate compliance with this part.

(g) If a pilot takes the pilot-in-command proficiency check required by this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next pilot-in-command proficiency check is due.

§ 61.63 [Corrected]

22. § 61.63 is corrected as follows:

a. On page 16314, in the first column, the heading for §61.63 should read as follows: ''*Additional aircraft ratings (other than on an airline transport pilot certificate).*''

b. On page 16314, in the first column, in paragraph (a), in line 6, after the word ''section'', remove the comma.

c. On page 16314, in the second column, in paragraph (c)(4), in line 5, after the word ''sought'', remove the semicolon and add the words ''unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating''.

d. On page 16314, in the third column, in paragraph (d)(5), in line 2, remove the words ''under instrument flight rules'' and add, in their place, the words ''in actual or simulated instrument conditions''.

e. On page 16314, in the third column, in paragraph (e) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

f. On page 16314, in the third column, in paragraph (e)(2), in line 4, remove the words ''an approved'' and add, in their

place, the word ''a'', and, in line 5, remove the words ''an approved''.

g. On page 16315, in the first column, in paragraph (e)(3), in line 1, remove the words ''an approved'', and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

h. On page 16315, in the first column, in paragraph (e)(4)(i), in line 1, after the word ''be'', add the words ''qualified and''.

i. On page 16315, in the first column, in paragraph (e)(5)(i), in line 1, after the word ''is'', add the words ''qualified and''.

j. On page 16315, in the second column, in paragraph (e)(10), in line 2, remove the reference ''paragraph (e)(9)'' and add, in its place, the reference ''paragraph (e)(9)(ii)''.

k. On page 16315, in the third column, in paragraph (f) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

l. On page 16315, in the third column, in paragraph (f)(2), in line 4, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 5, remove the words ''an approved''.

m. On page 16315, in the third column, in paragraph (f)(3), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

n. On page 16315, in the third column, in paragraph (f)(4)(i), in line 1, after the word ''be'', add the words ''qualified and''.

o. On page 16316, in the first column, in paragraph (f)(5)(i), in line 1, after the word ''is'', add ''qualified and''.

p. On page 16316, in the second column, in paragraph (g) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

q. On page 16316, in the second column, in paragraph (g)(2), in line 2, add the letter ''s'' at the end of the word ''paragraph''; in line 4, remove the words ''an approved'' and add, in their place, the word ''a''; and, in line 5, remove the words ''an approved''.

r. On page 16316, in the second column, in paragraph (g)(3), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the words ''an approved''.

s. On page 16316, in the second column, in paragraph (g)(4)(i), in line 1, after the word ''be'', add the words ''qualified and''.

t. On page 16316, in the third column, in paragraph (g)(5)(i), in line 1, after the word ''is'', add the words ''qualified and''.

u. On page 16317, in the first column, in paragraph (h) introductory text, in line 1, before the word ''An'', add the following paragraph heading: ''*Aircraft not capable of instrument maneuvers and procedures.*''

v. On page 16317, in the first column, remove paragraph (i).

w. On page 16317, in the first column, redesignate paragraph (j) as paragraph (i), and, before the word ''An'', add the following paragraph heading for new paragraph (i): ''*Multiengine, single-pilot station airplane.*''

x. On page 16317, in the first column, redesignate paragraph (k) as paragraph (j), and, before the word ''An'', add the following paragraph heading for new paragraph (j): ''*Single-engine, single-pilot station airplane.*''

y. On page 16317, in the first column, redesignate paragraph (l) as paragraph (k), and, before the word ''Unless'', add the following paragraph heading for new paragraph (k): ''*Waivers.*''

§ 61.65 [Corrected]

23. § 61.65 is corrected as follows:

a. On page 16317, in the second column, in paragraph (a)(1), in lines 2 through 3, remove the words ''aircraft category and class rating that applies'' and add, in their place, the words ''airplane, helicopter, or powered-lift rating appropriate''.

b. On page 16317, in the second column, in paragraph (a)(5), in line 4, remove the word ''approved''; in line 5, remove the word ''approved'' and add, in its place, the word ''flight''; and, in line 6, remove the words ''that class of aircraft for'' and add, in their place, the words ''an airplane, helicopter, or powered-lift appropriate to''.

c. On page 16317, in the second column, in paragraph (a)(8)(i), in lines 1 through 2, remove the words ''The aircraft category, class, and type, if applicable,'' and add, in their place, the words ''An airplane, helicopter, or powered-lift''.

d. On page 16317, in the second column, in paragraph (a)(8)(ii), in line 5, remove the word ''approved'', and, in line 6, before the word ''procedures'', add the words ''instrument approach''.

e. On page 16317, in the third column, in paragraph (c) introductory text, in line 5, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 6, remove the word ''approved''.

f. On page 16318, in the first column, in paragraph (e) introductory text, in line 1, remove the word ''approved''; in line 2, remove the word ''approved''; in line 4, remove the words ''an approved'' and add, in their place, the word ''a''; and, in line 5, remove the words ''an approved''.

g. On page 16318, in the first column, in paragraph (e)(1), in line 2, remove the word ''approved'', and, in line 3, remove the word ''approved''.

h. On page 16318, in the first column, in paragraph (e)(2), in line 2, remove the word ''approved'', and, in line 3, remove the word ''approved''.

§ 61.67 [Corrected]

24. § 61.67 is corrected as follows:

a. On page 16318, in the second column, in paragraph (b)(2)(i), in line 2, remove the word ''an'' and add, in its place, the word ''a''; in line 3, remove the word ''approved'' and the word ''an''; and in line 4, remove the word ''approved''.

b. On page 16318, in the second column, in paragraph (c)(3)(ii), in line 2, remove the word ''minimum''.

c. On page 16318, in the third column, in paragraph (c)(3)(iv), in line 3, remove the word ''an'' and add, in its place, the word ''a''; in line 4, remove the word ''approved'' and the word ''an''; and, in line 5, remove the word ''approved''.

d. On page 16318, in the third column, in paragraph (c)(3)(v) introductory text, in line 5, remove the words ''an approved'' and add, in their place, the word ''a''.

e. On page 16318, in the third column, in paragraph (d)(2)(i) introductory text, in line 5, remove the word ''an'' and add, in its place, the word ''a'', and, in line 6, remove the word ''approved''.

f. On page 16319, in the first column, in paragraph (d)(2)(v), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

§ 61.68 [Corrected]

25. § 61.68 is corrected as follows:

a. On page 16319, in the second column, in paragraph (b)(2)(i), in line 2, remove the word ''an'' and add, in its place, the word ''a''; in line 3, remove the word ''approved'' and the word ''an''; and, in line 4, remove the word ''approved''.

b. On page 16319, in the second column, in paragraph (c)(3)(iv), in line 4, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 5, remove the word ''approved''.

c. On page 16319, in the second column, in paragraph (c)(3)(v) introductory text, in line 5, remove the words ''an approved'' and add, in their place, the word ''a''.

d. On page 16320, in the first column, in paragraph (d)(2)(i) introductory text,

in line 5, remove the word ''an'' and add, in its place, the word ''a'', and, in line 6, remove the word ''approved''.

e. On page 16320, in the first column, in paragraph (d)(2)(v), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

§ 61.69 [Corrected]

26. § 61.69 is corrected as follows:

a. On page 16320, in the second column, in paragraph (a)(3) introductory text, in lines 2 through 3, after the word ''instructor'', remove the words ''with a glider rating''.

b. On page 16320, in the second column, in paragraph (a)(4), in line 7, after the word ''of'', add the words ''paragraphs (c) and (d) of''.

c. On page 16320, in the second column, in paragraph (a)(6)(i), in line 1, after the word ''actual'', add the words ''or simulated''.

§ 61.71 [Corrected]

27. § 61.71 is corrected as follows:

a. On page 16320, in the third column, in paragraph (b)(1), in lines 2 through 3, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command'', and, in line 5, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

b. On page 16320, in the third column, in paragraph (b)(2), in lines 5 through 6, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

§ 61.73 [Corrected]

28. On page 16321, in the first column, correct § 61.73(c)(2), in lines 2 through 3, by adding a comma after the word ''was'', and removing the words ''or is, within the 12 calendar months'' and adding, in their place, the words ''before the beginning of the 12th calendar month'', and, in line 5, remove the reference to ''paragraph (b)(3)'' and add, in its place, the reference ''paragraph (b)(3)(i) or paragraph (b)(3)(ii)''.

29. On page 16322, in the second column, §61.77 is corrected to read as follows:

§ 61.77 Special purpose pilot authorization: Operation of U.S.-registered civil aircraft leased by a person who is not a U.S. citizen.

(a) *General.* The holder of a foreign pilot license issued by a contracting State to the Convention on International Civil Aviation who meets the requirements of this section may be issued a special purpose pilot authorization by the Administrator for the purpose of performing pilot duties.

(1) On a civil aircraft of U.S. registry that is leased to a person who is not a citizen of the United States, and

(2) For carrying persons or property for compensation or hire on that aircraft.

(b) *Eligibility.* To be eligible for the issuance or renewal of a special purpose pilot authorization, an applicant must present the following to an FAA Flight Standards District Office:

(1) A current foreign pilot license that has been issued by the aeronautical authority of a contracting State to the Convention on International Civil Aviation from which the person holds citizenship or resident status and that contains the appropriate aircraft category, class, instrument rating, and type rating, if appropriate, for the aircraft to be flown;

(2) A current certification by the lessee of the aircraft—

(i) Stating that the applicant is employed by the lessee;

(ii) Specifying the aircraft type on which the applicant will perform pilot duties; and

(iii) Stating that the applicant has received ground and flight instruction that qualifies the applicant to perform the duties to be assigned on the aircraft.

(3) Documentation showing when the applicant will reach the age of 60 years (an official copy of the applicant's birth certificate or other official documentation);

(4) Documentation that the applicant meets the medical standards for the issuance of the foreign pilot license from the aeronautical authority of the contracting State to the Convention on International Civil Aviation where the applicant holds citizenship or resident status;

(5) Documentation that the applicant meets the recent flight experience requirements of this part (a logbook or flight record); and

(6) A statement that the applicant does not already hold a special purpose pilot authorization; however, if the applicant already holds a special purpose pilot authorization, then that special purpose pilot authorization must be surrendered to either the FAA Flight Standards District Office that issued it, or the FAA Flight Standards District Office processing the application for the authorization, prior to being issued another special purpose pilot authorization.

(c) *Privileges.* A person issued a special purpose pilot authorization under this section—

(1) May exercise the privileges prescribed on the special purpose pilot authorization; and

(2) Must comply with the limitations specified in this section and any additional limitations specified on the special purpose pilot authorization.

(d) *General limitations.* A special purpose pilot authorization is valid only—

(1) For flights between foreign countries or for flights in foreign air commerce within the time period allotted on the authorization;

(2) If the foreign pilot license required by paragraph (b)(1) of this section, the medical documentation required by paragraph (b)(4) of this section, and the special purpose pilot authorization issued under this section are in the holder's physical possession or immediately accessible in the aircraft;

(3) While the holder is employed by the person to whom the aircraft described in the certification required by paragraph (b)(2) of this section is leased;

(4) While the holder is performing pilot duties on the U.S.-registered aircraft described in the certification required by paragraph (b)(2) of this section; and

(5) If the holder has only one special purpose pilot authorization as provided in paragraph (b)(6) of this section.

(e) *Age limitation.* Except as provided in paragraph (g) of this section, no person who holds a special purpose pilot authorization issued under this part, and no person who holds a special purpose pilot certificate issued under this part before August 4, 1997, shall serve as a pilot on a civil airplane of U.S. registry if the person has reached his or her 60th birthday, in the following operations:

(1) Scheduled international air services carrying passengers in turbojet-powered airplanes;

(2) Scheduled international air services carrying passengers in airplanes having a passenger-seat configuration of more than nine passenger seats, excluding each crewmember seat;

(3) Nonscheduled international air transportation for compensation or hire in airplanes having a passenger-seat configuration of more than 30 passenger seats, excluding each crewmember seat; or

(4) Scheduled international air services, or nonscheduled international air transportation for compensation or hire, in airplanes having a payload capacity of more than 7,500 pounds.

(f) *Definitions.* (1) *International air service,* as used in paragraph (e) of this section, means scheduled air service performed in airplanes for the public transport of passengers, mail, or cargo, in which the service passes through the air space over the territory of more than one country.

(2) *International air transportation,* as used in paragraph (e) of this section, means air transportation performed in airplanes for the public transport of passengers, mail, or cargo, in which service passes through the air space over the territory of more than one country.

(g) *Delayed pilot age limitations for certain operations.* Until December 20, 1999, a person may serve as a pilot in the operations specified in paragraph (e) of this section after that person has reached his or her 60th birthday, if, on March 20, 1997, that person was employed as a pilot in any of the following operations:

(1) Scheduled international air services carrying passengers in nontransport category turbopropeller-powered airplanes type certificated after December 31, 1964, that have a passenger-seat configuration of 10 to 19 seats;

(2) Scheduled international air services carrying passengers in transport category turbopropeller-powered airplanes that have a passenger-seat configuration of 20 to 30 seats; or

(3) Scheduled international air services carrying passengers in turbojet-powered airplanes having a passenger-seat configuration of 1 to 30 seats.

(h) *Expiration date.* Each special purpose pilot authorization issued under this section expires—

(1) 60 calendar months from the month it was issued, unless sooner suspended or revoked;

(2) When the lease agreement for the aircraft expires or the lessee terminates the employment of the person who holds the special purpose pilot authorization;

(3) Whenever the person's foreign pilot license has been suspended, revoked, or is no longer valid; or

(4) When the person no longer meets the medical standards for the issuance of the foreign pilot license.

(i) *Renewal.* A person exercising the privileges of a special purpose pilot authorization may apply for a 60-calendar-month extension of that authorization, provided the person—

(1) Continues to meet the requirements of this section; and

(2) Surrenders the expired special purpose pilot authorization upon receipt of the new authorization.

(j) *Surrender.* The holder of a special purpose pilot authorization must surrender the authorization to the Administrator within 7 days after the date the authorization terminates.

§ 61.87 [Corrected]

30. § 61.87 is corrected as follows:

a. On page 16323, in the second column, in paragraph (a), in line 9, remove the words ''acts as'' and add, in their place, the words ''performs the functions of'', and, in line 11, before the word ''flight'', add the word ''pilot''.

b. On page 16324, in the third column, in paragraph (i)(4), in line 2, after the word ''directions'', add a comma and the words ''if applicable''.

c. On page 16324, in the third column, in paragraph (i)(10), after the word ''maneuvers'', add a comma and the words ''if applicable''.

d. On page 16324, in the third column, in paragraph (i)(11), in line 3, after the word ''procedures'', add a comma and the word ''if applicable''.

e. On page 16325, in the second column, in paragraph (m)(2), in line 3, after the semicolon, add the word ''and''.

f. On page 16325, in the second column, remove paragraph (m)(3) and redesignate paragraph (m)(4) as paragraph (m)(3).

§ 61.93 [Corrected]

31. § 61.93 is corrected as follows:

a. On page 16325, in the third column, in paragraph (a)(2)(iv), in line 2, before the word ''instructor's'', add the word ''authorized''.

b. On page 16326, in the first column, in paragraphs (b)(1)(ii), in line 1, before the word ''instructor'', add the word ''authorized''.

c. On page 16326, in the first column, in paragraph (b)(1)(iv), in line 1, before the word ''instructor'', add the word ''authorized''.

d. On page 16326, in the first column, in paragraph (b)(2)(ii), in line 1, before the word ''instructor'', add the word ''authorized''.

e. On page 16326, in the second column, remove paragraph (c)(2)(ii).

f. On page 16326, in the second column, redesignate paragraph (c)(2)(iii) as paragraph (c)(2)(ii), and in new paragraph (c)(2)(ii)(C), in line 2, before the word ''instructor'', add the word ''authorized''.

§ 61.95 [Corrected]

32. On page 16328, in the first column, correct § 61.95(a)(2), in line 2, by adding the word ''authorized'' before the word ''instructor''.

§ 61.96 [Corrected]

33. On page 16328, in the second column, correct § 61.96(b)(6), in line 4, by adding the words ''before applying for the practical test'' after the word ''sought''.

§ 61.97 [Corrected]

34. On page 16328, in the third column, correct § 61.97(b)(3), in line 3, by removing the acronym ''ACs'' and adding, in its place, the words ''advisory circulars''.

§ 61.98 [Corrected]

35. On page 16328, in the third column, correct § 61.98(a), in line 2, by removing the word ''have'', and, in line 3, by removing the words ''received and logged'', and adding, in their place, the words ''receive and log''.

§ 61.105 [Corrected]

36. On page 16330, in the second column, correct § 61.105(b)(3), in line 3, by removing the acronym ''ACs'' and adding, in its place, the words ''advisory circulars''.

§ 61.109 [Corrected]

37. On page 16331, in the second column, § 61.109 is corrected to read as follows:

§ 61.109 Aeronautical experience.

(a) *For an airplane single-engine rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with an airplane category and single-engine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(1) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a single-engine airplane;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a single-engine airplane that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a single-engine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training in preparation for the practical test in a single-engine airplane, which must have been performed within 60 days preceding the date of the test; and

(5) 10 hours of solo flight time in a single-engine airplane, consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross-country flight of at least 150 nautical miles total distance,

with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) 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) *For an airplane multiengine rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with an airplane category and multiengine class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(2) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a multiengine airplane;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a multiengine airplane that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a multiengine airplane on the control and maneuvering of an airplane solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 hours of flight training in preparation for the practical test in a multiengine airplane, which must have been performed within the 60-day period preceding the date of the test; and

(5) 10 hours of solo flight time in an airplane consisting of at least—

(i) 5 hours of solo cross-country time;

(ii) One solo cross-country flight of at least 150 nautical miles total distance, with full-stop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) 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) *For a helicopter rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with rotorcraft category and helicopter class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(3) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a helicopter;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a helicopter that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in preparation for the practical test in a helicopter, which must have been performed within 60 days preceding the date of the test; and

(4) 10 hours of solo flight time in a helicopter, consisting of at least—

(i) 3 hours cross-country time;

(ii) One solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and

(iii) 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.

(d) *For a gyroplane rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with rotorcraft category and gyroplane class rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(4) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a gyroplane;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a gyroplane that includes—

(i) One cross-country flight of over 50 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 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

(4) 10 hours of solo flight time in a gyroplane, consisting of at least—

(i) 3 hours of cross-country time;

(ii) One solo cross-country flight of over 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations; and

(iii) 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.

(e) *For a powered-lift rating.* Except as provided in paragraph (i) of this section, a person who applies for a private pilot certificate with a powered-lift category rating must log at least 40 hours of flight time that includes at least 20 hours of flight training from an authorized instructor and 10 hours of solo flight training in the areas of operation listed in § 61.107(b)(5) of this part, and the training must include at least—

(1) 3 hours of cross-country flight training in a powered-lift;

(2) Except as provided in § 61.110 of this part, 3 hours of night flight training in a powered-lift that includes—

(i) One cross-country flight of over 100 nautical miles total distance; and

(ii) 10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.

(3) 3 hours of flight training in a powered-lift on the control and maneuvering of a powered-lift solely by reference to instruments, including straight and level flight, constant airspeed climbs and descents, turns to a heading, recovery from unusual flight attitudes, radio communications, and the use of navigation systems/facilities and radar services appropriate to instrument flight;

(4) 3 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

(5) 10 hours of solo flight time in an airplane or powered-lift consisting of at least—

(i) 5 hours cross-country time;

(ii) One cross-country flight of at least 150 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 50 nautical miles between the takeoff and landing locations; and

(iii) 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) *For a glider category rating.* (1) If the applicant for a private pilot certificate with a glider category rating

has not logged at least 40 hours of flight time as a pilot in a heavier-than-air aircraft, the applicant must log at least 10 hours of flight training in a glider including 20 training flights performed on the areas of operation listed in §61.107(b)(6) of this part that include:

(i) 2 hours of solo flight in gliders in the areas of operation listed in §61.107(b)(6) of this part , with not less than 10 launches and landings being performed; and

(ii) Three training flights in a glider in preparation for the practical test within the 60-day period preceding the practical test.

(2) If the applicant has logged at least 40 hours of flight time in heavier-than-air aircraft, the applicant must log at least 3 hours of flight training in a glider including 10 training flights performed on the areas of operation listed in §61.107(b)(6) of this part that include:

(i) 10 solo flights in gliders in the areas of operation listed in §61.107(b)(6) of this part; and

(ii) Three training flights in preparation for the practical test within the 60-day waiting period preceding the test.

(g) *For an airship rating.* A person who applies for a private pilot certificate with a lighter-than-air category and airship class rating must log at least:

(1) 25 hours of flight training in airships on the areas of operation listed in §61.107(b)(7) of this part, which consists of at least:

(i) 3 hours of cross-country flight training in an airship;

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

(A) A cross-country flight of over 25 nautical miles total distance; and

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

(2) 3 hours of instrument training;

(3) 3 hours of flight training in an airship in preparation for the practical test within the 60 days preceding the date of the test; and

(4) 5 hours of solo flight in an airship and with an authorized instructor.

(h) *For a balloon rating.* A person who applies for a private pilot certificate with a lighter-than-air category and balloon class rating must log at least 10 hours of flight training that includes at least six training flights in the areas of operation listed in §61.107(b)(8) of this part, that includes—

(1) *Gas balloon.* If the training is being performed in a gas balloon, at least two flights of 2 hours each that consists of—

(i) At least one training flight within 60 days prior to application for the rating on the areas of operation for a gas balloon;

(ii) At least one flight performing the functions of pilot in command in a gas balloon; and

(iii) At least one flight involving a controlled ascent to 3,000 feet above the launch site.

(2) *Balloon with an airborne heater.* If the training is being performed in a balloon with an airborne heater, at least—

(i) Two flights of 1 hour each within 60 days prior to application for the rating on the areas of operation appropriate to a balloon with an airborne heater;

(ii) One solo flight in a balloon with an airborne heater; and

(iii) At least one flight involving a controlled ascent to 2,000 feet above the launch site.

(i) *Permitted credit for use of a flight simulator or flight training device.* (1) Except as provided in paragraphs (i)(2) of this section, a maximum of 2.5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section, if received from an authorized instructor.

(2) A maximum of 5 hours of training in a flight simulator or flight training device representing the category, class, and type, if applicable, of aircraft appropriate to the rating sought, may be credited toward the flight training time required by this section if the training is accomplished in a course conducted by a training center certificated under part 142 of this chapter.

(3) Except when fewer hours are approved by the Administrator, an applicant for a private pilot certificate with an airplane, rotorcraft, or powered-lift rating, who has satisfactorily completed an approved private pilot course conducted by a training center certificated under part 142 of this chapter, need only have a total of 35 hours of aeronautical experience to meet the requirements of this section.

§ 61.110 [Corrected]

38. § 61.110 is corrected as follows:

a. On page 16332, in the third column, in paragraph (b)(1), in line 3, transpose the comma and the quotation mark.

b. On page 16332, in the third column, in paragraph (b)(2) introductory text, in line 6, remove the words ''be suspended'' and add, in their place, the words ''become invalid for use''.

§ 61.111 [Corrected]

39. On page 16333, in the first column, correct § 61.111(c), in line 15 through 16, by removing the words ''paragraph (a) or''.

§ 61.117 [Corrected]

40. On page 16333, in the third column, correct § 61.117, in line 8, by removing the comma after the word ''passengers''.

§ 61.129 [Corrected]

41. § 61.129 is corrected as follows:

a. On page 16335, in the first column, in paragraph (a) introductory text, in lines 7 through 12, remove the words ''(of which 50 hours may have been accomplished in an approved flight simulator or approved flight training device that is representative of a single-engine airplane)''.

b. On page 16335, in the first column, in paragraph (a)(2) introductory text, in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

c. On page 16335, in the first column, in paragraph (a)(2)(ii), in line 1, after the word ''flight'', add the words ''of which at least 10 hours must be''.

d. On page 16335, in the first column, in paragraph (a)(3)(ii), in line 4, after the word ''turbine-powered'', add a comma and the words ''or for an applicant seeking a single-engine seaplane rating, 10 hours of training in a seaplane that has flaps and a controllable pitch propeller''.

e. On page 16335, in the second column, in paragraph (b) introductory text, in line 2, remove the word ''A'' and add, in its place, the words ''Except as provided in paragraph (i) of this section, a'', and, in lines 6 through 10, remove the words ''(of which 50 hours may have been accomplished in an approved flight simulator or approved flight training device that is representative of a multiengine airplane)''.

f. On page 16335, in the second column, in paragraph (b)(2) introductory text, in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

g. On page 16335, in the second column, in paragraph (b)(2)(ii), in line 1, after the word ''flight'', add the words ''of which at least 10 hours must be''.

h. On page 16335, in the second column, in paragraph (b)(3)(ii), in line 5, after the word ''turbine-powered'', add a comma and the words ''or for an applicant seeking a multiengine seaplane rating, 10 hours of training in a multiengine seaplane that has flaps and a controllable pitch propeller''.

i. On page 16335, in the third column, in paragraph (c) introductory text, in

line 1, remove the word ''A'' and add, in its place, the words ''Except as provided in paragraph (i) of this section, a'', and, in lines 5 through 10, remove the words ''(of which 25 hours may have been accomplished in an approved flight simulator or approved flight training device that is representative of a helicopter)''.

j. On page 16335, in the third column, in paragraph (c)(2), in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

k. On page 16335, in the third column, in paragraph (d) introductory text, in line 7, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 8, remove the word ''approved''.

l. On page 16335, in the third column, in paragraph (d)(2) introductory text, in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

m. On page 16336, in the first column, in paragraph (e) introductory text, in line 1, after the period, remove the word ''A'' and add, in its place, the words ''Except as provided in paragraph (i) of this section, a'', and, in lines 5 through 9, remove the words ''(of which 50 hours may have been accomplished in an approved flight simulator or approved flight training device that is representative of a powered-lift)''.

n. On page 16336, in the first column, in paragraph (e)(2) introductory text, in line 1, remove the words ''pilot in command'' and add, in their place, the work ''pilot-in-command''.

o. On page 16336, in the first column, in paragraph (e)(2)(ii), in line 1, after the word ''flight'', add the words ''of which 10 hours must be''.

p. On page 16336, in the first column, in paragraph (e)(3)(iii), in line 2, before the comma, add the words ''in night VFR conditions''.

q. On page 16336, in the second column, in paragraph (f)(1) introductory text, in line 3, remove the semicolon.

r. On page 16337, in the first column, in paragraph (i) introductory text, in line 1, remove the word ''an'' and add, in its place, the word ''a'', and, in line 2, before the word ''flight'', remove the word ''approved'' and, after the word ''or'', remove the word ''approved''.

s. On page 16337, in the first column, in paragraph (i)(1) introductory text, in line 2, remove the reference ''paragraph (i)(3)'' and add, in its place, the reference ''paragraph (i)(2)''.

t. On page 16337, in the first column, in paragraph (i)(1)(i), in line 6, after the word ''in'', remove the word ''an'' and add, in its place, the word ''a''; in line 7, remove the word ''approved'' and the word ''an''; and, in line 8, remove the word ''approved''.

u. On page 16337, in the first column, in paragraph (i)(1)(ii), in line 6, after the word ''in'', remove the word ''an'' and add, in its place, the word ''a''; in line 7, remove the word ''approved'' and the word ''an''; and, in line 8, remove the word ''approved''.

v. On page 16337, in the first column, in paragraph (i)(2) introductory text, in lines 1 through 2, remove the words ''Except as provided in paragraph (i)(3) of this section,'' and capitalize the word ''an''.

w. On page 16337, in the first column, in paragraph (i)(2)(i), in line 7, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 8, remove the words ''an approved''.

x. On page 16337, in the first column, in paragraph (i)(2)(ii), in line 6, after the word ''in'', remove the word ''an'' and add, in its place, the word ''a''; in line 7, remove the word ''approved'' and the word ''an''; and in line 8, remove the word ''approved''.

y. On page 16337, in the second column, in paragraph (i)(3) introductory text, in line 4, remove the commas and the word ''helicopter''; in line 9, remove the word ''the''; in line 10, remove the word ''following'' and add, in its place, the words ''190 hours of''; in line 11, remove the words ''aeronautical experience''; and, in line 12, remove the colon and add, in its place, a period.

z. On page 16337, in the second column, remove paragraphs (i)(3)(i) and (ii).

§ 61.131 [Corrected]

42. On page 16337, in the second column, correct § 61.131(b)(2) introductory text, in line 6, by removing the words ''be suspended'' and adding, in their place, the words ''become invalid for use''.

§ 61.133 [Corrected]

43. § 61.133 is corrected as follows:

a. On page 16337, in the third column, in paragraph (a)(2)(i)(B), in line 1, remove the word ''on'' and add, in its place, the word ''for'', and, in line 2, remove the word ''for'' and add, in its place, the word ''with'', and, after the word ''airship'', add the word ''rating''.

b. On page 16337, in the third column, in paragraph (a)(2)(i)(C), in line 3, remove the word ''and''.

c. On page 16337, in the third column, in paragraph (a)(2)(i)(D), in line 4, remove the period and add, in its place, a semicolon and the word ''and''.

d. On page 16337, in the third column, add paragraph (a)(2)(i)(E) to read as follows:

(a) * * *

(2) * * *

(i) * * *

(E) Give flight and ground training and endorsements that are required for a flight review, an operating privilege, or recency-of-experience requirements of this part.

* * * * *

e. On page 16337, in the third column, in paragraph (a)(2)(ii)(B), in line 1, remove the word ''on'' and add, in its place, the word ''for''; and, in line 2, remove the word ''for'' and add, in its place, the word ''with''; after the word ''balloon'', add the word ''rating''; and after the semicolon, remove the word ''and''.

f. On page 16337, in the third column, in paragraph (a)(2)(ii)(C), in line 3, remove the period and add, in its place, a semicolon and the word ''and''.

g. On page 16337, in the third column, add paragraph (a)(2)(ii)(D) to read as follows:

(a) * * *

(2) * * *

(ii) * * *

(D) Give ground and flight training and endorsements that are required for a flight review, an operating privilege, or recency-of-experience requirements of this part.

* * * * *

§ 61.153 [Corrected]

44. On page 16338, in the first column, correct §61.153(d)(3), in line 3, by adding a comma after the word ''rating'' and removing the word ''if'', and, in lines 4 through 6, by removing the words ''the person holds a pilot license'' and adding, in their place, the words ''without limitations,''.

§ 61.157 [Corrected]

45. § 61.157 is corrected as follows:

a. On page 16338, in the third column, in paragraph (b)(3), in line 2, remove the words ''under instrument flight rules'' and add, in their place, the words ''in actual or simulated instrument conditions''.

b. On page 16338, in the third column, in paragraph (c), in line 1, before the word ''A'', add the paragraph heading ''*Exceptions*.'', and, in line 13, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

c. On page 16339, in the first column, in paragraph (d), in line 1, before the word ''Any'', add the paragraph heading ''Upgrading type ratings.''

d. On page 16339, in the second column, in paragraph (f)(1), in line 2, before the words ''proficiency check'', add the word ''pilot-in-command''.

e. On page 16339, in the second column, in paragraph (g) introductory

text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a''; in line 2, remove the word ''approved''; in line 3, after the word ''If'', remove the word ''an'' and add, in its place, the word ''a''; in line 4, before the word ''flight'', remove the word ''approved'', and, after the word ''or'', remove the word ''approved''; in line 10, remove the word ''approved''; and, in line 11, remove the word ''approved''.

f. On page 16339, in the second column, in paragraph (g)(1), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

g. On page 16339, in the second column, in paragraph (g)(2), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

h. On page 16339, in the second column, in paragraph (g)(3)(i), in line 2, before the word ''approved'', add the words ''qualified and''.

i. On page 16339, in the third column, in paragraph (g)(4)(i), in line 1, before the word ''approved'', add the words ''qualified and''.

j. On page 16340, in the first column, in paragraph (h) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a''; in line 2, remove the words ''an approved''; in line 3, remove the word ''an'' and add, in its place, the word ''a''; in line 4, before the word ''flight'', remove the word ''approved'', and, after the word ''or'', remove the word ''approved''; in line 10, remove the word ''approved''; and, in line 11, remove the word ''approved''.

k. On page 16340, in the second column, in paragraph (h)(1), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

l. On page 16340, in the second column, in paragraph (h)(2), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

m. On page 16340, in the second column, in paragraph (h)(3)(i), in line 2, before the word ''approved'', add the words ''qualified and''.

n. On page 16340, in the second column, in paragraph (h)(4)(i), in line 1, before the word ''approved'', add the words ''qualified and''.

o. On page 16341, in the first column, in paragraph (i) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a''; in line 2, remove the word ''approved''; in line 3, remove the words ''an approved'' and add, in their place, the word ''a''; in line 4, remove the word ''approved''; in line 10, remove the word ''approved''; and, in line 11, remove the word ''approved''.

p. On page 16341, in the first column, in paragraph (i)(1), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

q. On page 16341, in the first column, in paragraph (i)(2), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

r. On page 16341, in the first column, in paragraph (i)(3)(i), in line 2, before the word ''approved'', add the words ''qualified and''.

s. On page 16341, in the second column, in paragraph (i)(4)(i), in line 1, before the word ''approved'', add the words ''qualified and''.

§ 61.159 [Corrected]

46. § 61.159 is corrected as follows:

a. On page 16341, in the third column, in paragraph (a)(3)(i), in line 5, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 6, remove the word ''approved''.

b. On page 16341, in the third column, in paragraph (a)(3)(ii), in line 2, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 3, remove the word ''approved''.

c. On page 16342, in the first column, in paragraph (a)(3)(iii), in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

d. On page 16342, in the first column, in paragraph (a)(5), in line 4, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 5, remove the word ''approved''.

e. On page 16342, in the first column, in paragraph (c)(1) introductory text, in line 1, remove the words ''second in command'' and add, in their place, the word ''Second-in-command''.

f. On page 16342, in the first column, in paragraph (c)(1)(i), in line 2, after the word ''pilot'', add the words ''flight crewmember''.

g. On page 16342, in the first column, in paragraph (c)(1)(iii), in line 3, after the word ''pilot'', add the words ''flight crewmember''.

h. On page 16342, in the second column, in paragraph (d)(1), in line 1, remove the words ''second in command'' and add, in their place, the word ''second-in-command''.

i. On page 16342, in the second column, in paragraph (d)(2), in line 4, remove the words ''second in command'' and add, in their place, the word ''second-in-command''.

§ 61.161 [Corrected]

47. § 61.161 is corrected as follows:

a. On page 16342, in the second column, in paragraph (b) introductory text, in line 1, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 2, remove the word ''approved''.

b. On page 16342, in the third column, in paragraph (b)(1), in line 3, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 4, remove the word ''approved''.

c. On page 16342, in the third column, in paragraph (b)(2), in line 5, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 6, remove the word ''approved''.

d. On page 16342, in the third column, in paragraph (b)(3), in line 2, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 3, remove the word ''approved''.

§ 61.163 [Corrected]

48. § 61.163 is corrected as follows:

a. On page 16342, in the third column, in paragraph (a)(4)(i), in line 5, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 6, remove the word ''approved''.

b. On page 16342, in the third column, in paragraph (a)(4)(ii), in line 2, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 3, remove the word ''approved''.

c. On page 16342, in the third column, in paragraph (a)(4)(iii), in line 3, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 4, remove the word ''approved''.

d. On page 16343, in the first column, in paragraph (b), in line 4, remove the words ''an approved'' and add, in their place, the word ''a'', and, in line 5, remove the word ''approved''.

§ 61.165 [Corrected]

49. § 61.165 is corrected as follows:

a. On page 16343, in the first column, in paragraph (b) introductory text, in line 7, remove the words ''or class''.

b. On page 16343, in the first column, in paragraph (c) introductory text, in line 7, remove the words ''or class''.

c. On page 16343, in the second column, after paragraph (d)(5), add paragraph (e) to read as follows:

* * * * *

(e) *Additional class rating within the same aircraft category.* A person applying for an airline transport certificate with an additional class rating who holds an airline transport certificate in the same aircraft category must—

(1) Meet the eligibility requirements of § 61.153, except paragraph (f) of that section;

(2) Comply with the requirements in § 61.157(b) of this part, if applicable;

(3) Meet the applicable aeronautical experience requirements of subpart G of this part; and

(4) Pass a practical test on the areas of operation of §61.157(e) appropriate to the aircraft rating sought.

§ 61.167 [Corrected]

50. § 61.167 is corrected as follows:

a. On page 16343, in the second column, in paragraph (b)(2), in line 1, remove the word ''approved'', and, in line 2, remove the word ''approved''.

b. On page 16343, in the second column, in paragraph (c) introductory text, in line 3, remove the word ''approved'', and, in line 4, remove the word ''approved''.

§ 61.161–69.171 [Corrected]

51. On page 16343, in the third column, ''§ 61.161–§ 69.171 [Reserved]'' is corrected to read ''§ 61.169–§ 61.171 [Reserved]''.

§ 61.183 [Corrected]

52. § 61.183 is corrected as follows:

a. On page 16343, in the third column, in paragraph (c)(2) introductory text, in lines 1 through 2, remove the comma and words ''if the person holds a commercial'' and add, in their place, the words ''or privileges on that person's'', and, in line 3, remove the word ''is'' and add, in its place, the word ''are''.

b. On page 16343, in the third column, in paragraph (e) introductory text, remove the reference ''§ 61.185(a)'' and add, in its place, the reference ''§ 61.185(a)(1)''.

c. On page 16344, in the first column, in paragraph (h)(2), in line 1, remove the word ''Approved'', capitalize the word ''flight'', and, in line 2, remove the word ''approved''.

§ 61.185 [Corrected]

53. On page 16344, in the second column, correct § 61.185(b) introductory text, in line 2, by removing the reference ''paragraph (a)'' and adding, in its place, the reference ''paragraph (a)(1)''.

§ 61.187 [Corrected]

54. On page 16345, in the first column, correct § 61.187(c)(2), in line 1, by removing the words ''an approved'' and adding, in their place, the word ''a'', and, in line 2, by removing the word ''approved''.

§ 61.191 [Corrected]

55. On page 16345, in the second column, correct § 61.191(b), in line 5, by removing the reference ''§ 61.185(a)'' and adding, in its place, the reference ''§ 61.185(a)(1)''.

§ 61.193 [Corrected]

56. On page 16345, in the second column, correct § 61.193 introductory text, in line 4, by removing the comma and the word ''and''; in line 5, by removing the words ''that person's pilot certificate and''; and, in line 6, by removing the word ''ratings'' and the comma.

§ 61.195 [Corrected]

57. On page 16346, in the second column, correct § 61.195(j), in line 1, before the word ''A'', by adding the paragraph heading *''Additional qualifications required to give training in Category II or Category III operations.''*

§ 61.197 [Corrected]

58. On page 16346, in the third column, correct § 61.197(c), in line 3, by removing the words ''an approved'' and adding, in their place, the word ''a'', and, in line 4, by removing the word ''approved''.

§ 61.217 [Corrected]

59. § 61.217 is corrected as follows:

a. On page 16347, in the second column, the heading for § 61.217 should read as follows: *''Recent experience requirements.''*

b. On page 16347, in the second column, paragraph (b) should read as follows:

* * * * *

(b) The person has received an endorsement from an authorized ground or flight instructor certifying that the person has demonstrated satisfactory proficiency in the subject areas prescribed in § 61.213 (a)(3) and (a)(4), as applicable.

PART 141—PILOT SCHOOLS

§ 141.5 [Corrected]

60. On page 16348, in the first column, correct § 141.5(d), in line 11, by removing the word ''of'' and adding, in its place, the word ''to''.

§ 141.31 [Corrected]

61. § 141.31 is corrected as follows:

a. On page 16349, in the third column, in paragraph (b)(1), in lines 2 through 3, after the word ''months'', remove the words ''at the time of'' and add, in their place, the words ''after the date the'', and, in line 5, after the word ''certificate'', add the words ''is made''.

b. On page 16349, in the third column, in paragraph (b)(2), in line 3, after the word ''months'', remove the words ''at the time of'' and add, in their place, the words ''after the date the'', and, in line 5, after the word ''certificate'', add the words ''is made''.

§ 141.33 [Corrected]

62. § 141.33 is corrected as follows:

a. On page 16349, in the third column, in paragraph (a)(2), in line 3, remove the word ''shall'' and add, in its place, the word ''must''.

b. On page 16349, in the third column, in paragraph (b), in line 3, remove the word ''shall'' and add, in its place, the word ''must''.

§ 141.35 [Corrected]

63. § 141.35 is corrected as follows:

a. On page 16350, in the first column, in paragraph (a)(1), in line 8, after the word ''category'', remove the comma and add, in its place, the word ''and'', and, after the word ''class'', remove the comma and the words ''and instrument''; and, in line 10, after the word ''course'', add the words ''and an instrument rating, if an instrument rating is required for enrollment in the course of training''.

b. On page 16350, in the first column, in paragraph (a)(2), in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''. On page 16350, in the first column, in paragraph (a)(5), in line 5, after the semicolon add the word ''and''.

c. On page 16350, in the first column, in paragraph (a)(6), in line 2, after the word ''gliders'', add a comma; before the word ''balloons'', remove the word ''or''; and, before the word ''is'', add the words ''or airships''; and, in line 5, after the word ''section'', remove the semicolon and the word ''and'' and add, in their place, a period.

d. On page 16350, in the first column, remove paragraph (a)(7).

§ 141.36 [Corrected]

64. § 141.36 is corrected as follows:

a. On page 16350, in the second column, in paragraph (a)(1), in line 4, after the word ''training'', add the word ''solely'', and, in line 8, after the word ''ratings'', add the words ''if an instrument rating is required by the course of training''.

b. On page 16350, in the third column, in paragraph (a)(2), in line 1, remove the words ''pilot in command'' and add, in their place, the word ''pilot-in-command''.

c. On page 16350, in the third column, in paragraph (a)(5), in line 7, remove the paragraph designation ''(c)'' and add, in its place, the paragraph designation ''(d)''.

§ 141.37 [Corrected]

65. On page 16351, in the first column, correct § 141.37(a)(2)(iii), in line 1, by removing the words ''pilot in command'' and adding, in their place, the word ''pilot-in-command''.

§ 141.38 [Corrected]

66. § 141.38 is corrected as follows:

a. On page 16351, in the second column, in paragraph (b)(2), in line 1,

after the word ''temperatures'', add the words ''in the operating area'', and, in line 3, after the word ''year'', remove the words ''in the operating area''.

b. On page 16351, in the second column, in paragraph (e), in line 4, after the semicolon, remove the word ''and''.

§ 141.39 [Corrected]

67. On page 16351, in the third column, correct § 141.39 introductory text, in lines 3 through 4, by removing the words ''and each pilot school or provisional pilot school,''.

§ 141.41 [Corrected]

68. On page 16351, in the third column, correct § 141.41(a)(4), in line 2, by removing the words ''45 degree'' and adding, in their place, the word ''45-degree'', and, in line 3, by removing the words ''30 degree'' and adding, in their place, the word ''30-degree''.

§ 141.53 [Corrected]

69. On page 16352, in the second column, correct § 141.53(c)(1), in line 3, by removing the word ''shall'' and adding, in its place, the word ''may''.

§ 141.63 [Corrected]

70. § 141.63 is corrected as follows:

a. On page 16353, in the second column, in paragraph (a)(5) introductory text, in line 1, remove the word ''after'' and add, in its place, the word ''before''.

b. On page 16353, in the second column, in paragraph (b)(3), in line 2, after the word ''which'', add the word ''continued''.

c. On page 16353, in the second column, in paragraph (b)(4), in line 1, after the word ''which'', add the word ''continued''.

§ 141.67 [Corrected]

71. On page 16353, in the third column, correct § 141.67(d)(2), in line 1, by removing the word ''a'' before the words ''FAA Flight Standards District Office'' and adding, in its place, the word ''an''.

72. § 141.75 is corrected to read as follows:

§ 141.75 Aircraft requirements.

The following items must be carried on each aircraft used for flight training and solo flights:

(a) A pretakeoff and prelanding checklist; and

(b) The operator's handbook for the aircraft, if one is furnished by the manufacturer, or copies of the handbook if furnished to each student using the aircraft.

§ 141.77 [Corrected]

73. On page 16354, in the third column, correct § 141.77(c)(4), in line 2, by adding the words ''of this section'' after the words ''paragraph (c)(2)''; in line 3, by adding the word ''only'' after the words ''be given''; and, in line 4, by adding the words ''in writing, or other form acceptable to the Administrator as to'' after the words ''has certified''.

§ 141.79 [Corrected]

74. § 141.79 is corrected as follows:

a. On page 16354, in the third column, in paragraph (d)(1) introductory text, in line 3, remove the word ''accomplish'' and add, in its place, the word ''must''.

b. On page 16354, in the third column, in paragraph (d)(1)(i), in line 1, remove the word ''A'' and add, in its place, the words ''Accomplish a''.

c. On page 16354, in the third column, in paragraph (d)(1)(ii), in line 1, remove the word ''An'' and add, in its place, the words ''Accomplish an''.

d. On page 16354, in the third column, in paragraph (d)(2), in line 3, after the word ''with'', add the words ''the requirements of'', and, in line 5, after the word ''aircraft'', add the words ''in which''.

§ 141.81 [Corrected]

75. § 141.81 is corrected as follows:

a. On page 16354, in the third column, in paragraph (a), in line 3, after the word ''course'', remove the comma, and, in line 6, after the word ''rating'', add a comma.

b. On page 16355, in the first column, in paragraph (c), in line 3, remove the words ''in regard to'' and add, in their place, the word ''on''.

§ 141.83 [Corrected]

76. On page 16355, in the first column, correct § 141.83(e), in line 1, by removing the words ''If the'' and adding, in their place, the words ''When a''; in line 2, by adding the word ''is'' after the word ''test''; and, in line 4, by adding a comma after the word ''section'' and removing the words ''is given'' before the words ''to a student''.

§ 141.85 [Corrected]

77. § 141.85 is corrected as follows:

a. On page 16355, in the first column, in paragraph (a)(1), in line 3, remove the word ''reports'' and add, in its place, the word ''report''.

b. On page 16355, in the second column, in paragraph (a)(2), in line 8, after the word ''course'', add a comma.

§ 141.91 [Corrected]

78. On page 16355, in the third column, correct § 141.91(a), in line 4, by removing the words ''the satellite pilot school'' and adding, in their place, the words ''that base''.

§ 141.93 [Corrected]

79. § 141.93 is corrected as follows:

a. On page 16355, in the third column, in paragraph (a) introductory text, in line 3, remove the word ''shall'' and add, in its place, the word ''must''.

b. On page 16356, in the first column, in paragraph (a)(3) introductory text, in line 3, after the word ''of'', add the word ''the''.

c. On page 16356, in the first column, in paragraph (a)(3)(v), in lines 1 through 2, remove the word ''write-offs'' and add, in its place, the words ''approval for return-to-service determinations''.

§ 141.95 [Corrected]

80. On page 16356, in the first column, correct § 141.95(a), in line 3, by removing the word ''shall'' and adding, in its place, the word ''must''.

§ 141.101 [Corrected]

81. On page 16356, in the second column, correct § 141.101(e), in lines 4 and 5, by removing the words ''to the student upon request'' and adding, in their place, the words ''upon request by the student''.

Appendix A to Part 141 [Corrected]

82. Appendix A to part 141 is corrected as follows:

a. On page 16356, in the second column, in the title of appendix A, in line 1, remove the letters ''tp'' and add, in their place, the word ''to''.

b. On page 16356, in the third column, in section No. 4, in paragraph (a), in line 5, after the words ''flight training'', add the words ''as provided in section No. 5 of this appendix''.

c. On page 16357, in the first column, in section No. 6, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix B to Part 141—[Corrected]

83. Appendix B to part 141 is corrected as follows:

a. On page 16357, in the first column, in the title of appendix B, in line 1, after the words ''Appendix B'', add the words ''to Part 141''.

b. On page 16358, in the first column, in section No. 4, in paragraph (c)(1), in line 6, after the words ''by an'', add the word ''authorized''.

c. On page 16358, in the first column, in section No. 4, in paragraph (c)(2), in line 3, remove the number ''15'' and add, in its place, the number ''20''.

d. On page 16358, in the first column, in section No. 4, in paragraph (c)(3), in line 3, remove the number ''7.5'' and add, in its place, the number ''15''.

e. On page 16358, in the second column, in section No. 4, in paragraph (c)(4), in line 5, remove the number ''15'' and add, in its place, the number ''20''.

f. On page 16358, in the second column, in section No. 4, in paragraph (d)(3), in line 1, remove the words ''For a rotorcraft helicopter course'' and add, in their place, the words *''For a rotorcraft helicopter course''*.

g. On page 16358, in the second column, in section No. 4, in paragraph (d)(4), in line 1, remove the words ''For a rotorcraft gyroplane course'' and add, in their place, the words *''For a rotorcraft gyroplane course''*.

h. On page 16358, in the third column, in section No. 5, in paragraph (b), in line 6, remove the word ''shall'' and add, in its place, the word ''must''.

i. On page 16359, in the second column, in section No. 6, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix C to Part 141—[Corrected]

84. Appendix C to part 141 is corrected as follows:

a. On page 16359, in the third column, in section No. 4, in paragraph (b)(1), in line 6, after the words ''by an'', add the word ''authorized''.

b. On page 16359, in the third column, in section No. 4, in paragraph (b)(3), in line 3, remove the number ''25'' and add, in its place, the number ''40''.

Appendix D to Part 141—[Corrected]

85. Appendix D to part 141 is corrected as follows:

a. On page 16360, in the first column, in section No. 3, paragraph (a) should read as follows:

* * * * *

3. * * * (a) Each approved course must include at least the following ground training on the aeronautical knowledge areas listed in paragraph (b) of this section, appropriate to the aircraft category and class rating for which the course applies:

(1) 35 hours of training if the course is for an airplane category rating or a powered-lift category rating.

(2) 65 hours of training if the course is for a lighter-than-air category with an airship class rating.

(3) 30 hours of training if the course is for a rotorcraft category rating.

(4) 20 hours of training if the course is for a glider category rating.

(5) 20 hours of training if the course is for lighter-than-air category with a balloon class rating.

* * * * *

b. On page 16360, in the second column, in section No. 4, paragraph (a) should read as follows:

* * * * *

4. * * *

(a) Each approved course must include at least the following flight training, as provided in this section and section No. 5 of this appendix, on the approved areas of operation listed in paragraph (d) of this section that are appropriate to the aircraft category and class rating for which the course applies:

(1) 120 hours of training if the course is for an airplane or powered-lift rating.

(2) 155 hours of training if the course is for an airship rating.

(3) 115 hours of training if the course is for a rotorcraft rating.

(4) 6 hours of training if the course is for a glider rating.

(5) 10 hours of training and 8 training flights if the course is for a balloon rating.

* * * * *

c. On page 16361, in the second column, in section No. 4, in paragraph (c)(1), in line 6, before the word ''instructor'', add the word ''authorized''.

d. On page 16361, in the second column, in section No. 4, in paragraph (c)(2), in line 3, remove the number ''20'' and add, in its place, the number ''30''.

e. On page 16361, in the second column, in section No. 4, in paragraph (c)(3), in line 3, remove the number ''10'' and add, in its place, the number ''20''.

f. On page 16361, in the second column, in section No. 4, in paragraph (c)(4), in line 4, remove the number ''20'' and add, in its place, the number ''30''.

g. On page 16362, in the first column, in section No. 5, in paragraph (b), in line 6, remove the word ''shall'' and add, in its place, the word ''must''.

h. On page 16362, in the second column, in section No. 6, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix E to Part 141—[Corrected]

86. Appendix E to part 141 is corrected as follows:

a. On page 16362, in the second column, in section No. 1, in line 2, remove the word ''a'' and add, in its place, the word ''an''.

b. On page 16362, in the third column, in section No. 3, in paragraph (b)(4), in line 3, after the word ''abbreviations,'' add the word ''and''.

c. On page 16362, in the third column, in section No. 4, in paragraph (a), in line 8, after the word ''training'', remove the semicolon and the word ''and'' and add, in their place, a period.

d. On page 16362, in the third column, in section No. 4, in paragraph (b)(1), in line 6, after the word ''an'', add the word ''authorized''.

e. On page 16363, in the first column, in section No. 4, in paragraph (b)(4), in line 11, remove the word ''the'' and add, in its place, the word ''this''.

f. On page 16363, in the first column, in section No. 5, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix F to Part 141—[Corrected]

87. Appendix F to part 141 is corrected as follows:

a. On page 16363, in the first column, in the title of appendix F, in line 1, remove the letters ''Floght'' and add, in their place, the word ''Flight''.

b. On page 16363, in the second column, in section No. 4, in paragraph (a)(2), in line 1, remove the word ''and'', and add, it its place, a comma and the words ''which must include''.

c. On page 16363, in the second column, in section No. 4, in paragraph (b)(1), in line 6, after the words ''by an'', add the word ''authorized''.

d. On page 16364, in the first column, in section No. 4, in paragraph (c)(6)(vii), remove the words ''Launches, landings, and go-arounds'' and add, in their place, the words ''Tows or launches, landings, and go-arounds, if applicable''.

Appendix G to Part 141—[Corrected]

88. Appendix G to part 141 is corrected as follows:

a. On page 16364, in the first column, in the title of appendix G, in line 4, remove the letters ''ae'' and add, in their place, the word ''as''.

b. On page 16364, in the first column, in section No. 2, in paragraph (b), in line 4, after the word ''airplane'', add a en-dash.

c. On page 16364, in the second column, in section No. 3, in paragraph (b)(1)(i), remove the word ''Learning'' and add, in its place, the words ''The learning''.

Appendix I to Part 141—[Corrected]

89. Appendix I to part 141 is corrected as follows:

a. On page 16365, in the first column, section No. 3 should read as follows:

* * * * *

3. *Aeronautical knowledge training.* Each approved course for an additional aircraft category rating or additional aircraft class rating must include the

ground training time requirements and ground training on the aeronautical knowledge areas that are specific to that aircraft category and class rating and pilot certificate level for which the course applies as required in appendix A, B, D, or E of this part, as appropriate.

* * * * *

b. On page 16365, in the first column, in section No. 4, paragraph (a) should read as follows:

* * * * *

4. * * * Each approved course for an additional aircraft category rating or additional aircraft class rating must include the flight training time requirements and flight training on the areas of operation that are specific to that aircraft category and class rating and pilot certificate level for which the course applies as required in appendix A, B, D, or E of this part, as appropriate.''

c. On page 16365, in the first column, in section No. 4, in paragraph (b)(1), in line 6, after the words ''by an'', add the word ''authorized''.

d. On page 16365, in the first column, in section No. 4, in paragraph (b)(2), in line 3, remove the number ''10'' and add, in its place, the number ''30''.

e. On page 16365, in the first column, in section No. 4, in paragraph (b)(3), in line 3, remove the number ''5'' and add, in its place, the number ''20''.

f. On page 16365, in the first column, in section No. 4, in paragraph (b)(4), in line 5, remove the number ''10'' and add, in its place, the number ''30''.

g. On page 16365, in the second column, in section No. 5, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix J to Part 141—[Corrected]

90. Appendix J to part 141 is corrected as follows:

a. On page 16365, in the third column, in section No. 3, in paragraph (b)(6), in line 1, remove the word ''of'' and add, in its place, the word ''for'', and, in line 3, remove the word ''relate'' and add, in its place, the word ''relates''.

b. On page 16365, in the third column, in section No. 4, in paragraph (b)(1), in line 6, after the words ''by an'', add the word ''authorized''.

c. On page 16366, in the first column, in section No. 5, in paragraph (b), in lines 2 through 3, remove the words ''being endorsed'' and add, in their place, the words ''receiving an endorsement''.

Appendix K to Part 141—[Corrected]

91. Appendix K to part 141 is corrected as follows:

a. On page 16366, in the second column, in section No. 4, in paragraph (a), in line 8, after the words ''by an'', add the word ''authorized''.

b. On page 16366, in the second column, in section No. 6, in paragraph (a)(2), in line 1, after the word ''piloting'', add the word ''and''.

c. On page 16366, in the second column, in section No. 7, in paragraph (a)(2), in line 1, after the word ''piloting'', add the word ''and''.

d. On page 16366, in the third column, in section No. 8, in paragraph (a)(2), in line 1, after the word ''piloting'', add the word ''and''.

Issued in Washington, D.C., on July 11, 1997.

Barry L. Valentine,

Acting Administrator.

[FR Doc. 97–19963 Filed 7–24–97; 4:00 pm]

BILLING CODE 4910–13–P