was creating a powered-lift class rating within the rotorcraft category. The FAA also considered proposing to require a type rating for every make and model of powered-lift aircraft.

Based on available information, the FAA has concluded that safety needs will be met by establishing a separate aircraft category only. Under proposed § 61.31, type ratings would not be required for powered-lift aircraft except for large aircraft or as specified by the Administrator under aircraft type certificate procedures. The FAA has determined that requiring additional requirements beyond this type rating requirement at this time might discourage the development of smaller powered-lift aircraft intended for general aviation. Thus, it does not appear feasible to establish class ratings at this time.

In general, the aeronautical experience hour-requirements for powered-lift category ratings would parallel those for airplanes and helicopters. For example, proposed § 61.87, Solo flight requirements, would require powered-lift student pilots to meet the same requirements as both airplane and helicopter student pilots. Similar overlap would occur in the areas of operation for private and commercial pilot training and certification.

Aeronautical knowledge requirements for commercial pilot certification would be the same as those for helicopters (a single set of aeronautical knowledge areas is proposed for all aircraft categories at the private pilot level). Areas of operation for the instrument rating under proposed § 61.65 would be the same as for airplanes.

b. Glider Class Ratings

The FAA proposes to divide the glider category into two classes for pilot certificates and ratings: powered glider and nonpowered glider. The term "powered glider" includes selflaunching sailplanes, powered sailplanes, motorized sailplanes, and motorgliders. Some of these aircraft are designed primarily for high performance and competitive flying; others are more suitable for training. The low power-toweight ratio and relatively low wing loadings generally found in powered gliders produce performance characteristics that are similar to lowpowered, light fixed-wing aircraft. Specific knowledge and skills are needed for the safe and efficient operation of these aircraft in the NAS.

Powered gliders may be flown long distances and through complicated airspace by pilots holding only glider category ratings, which does not imply knowledge of communication or radio navigation procedures. Powered gliders require knowledge levels similar to those of powered aircraft. The FAA believes that another option to establishing glider class ratings would be to treat powered gliders as single-engine airplanes. However, the FAA believes that treating powered gliders as airplanes would be a more restrictive approach. Therefore, the FAA proposes to pursue the class rating approach.

The FAA proposes to convert current glider pilot and flight instructor certificates to the new class ratings over a 2-year period. A person who currently holds a private or commercial pilot certificate with a glider category rating could also obtain a nonpowered class rating if the person passed a practical test in a nonpowered glider, or obtain a powered class rating if the person passed a practical test in a powered glider.

Currently, the FAR does not address powered gliders. For example, §§ 61.107 and 61.127, which address flight proficiency for private and commercial pilot applicants, require training in glider launches by ground (auto or winch) or aero tows, and limits the applicant's certificate to the type of tow selected. The PTS for gliders include a powered glider self-launch limitation and specific tasks for powered gliders. The FAA also has addressed the unique characteristics of powered gliders in Advisory Circular (AC) 61-94, "Pilot Transition Course for Self-Launching or Powered Sailplanes (Motorgliders). The AC recommends procedures and standards for glider pilots who want to accomplish a practical test in powered gliders.

For holders of a flight instructorglider certificate, the conversion would be based on the type of training the instructor has given. To obtain a flight instructor certificate for nonpowered gliders, an instructor would be required to have given at least 20 hours of flight training in a nonpowered glider and recommended at least one student for a practical test for a glider category rating (the proposed rule does not specify powered or nonpowered), and that student would have to have passed. To obtain a flight instructor certificate for powered gliders, a flight instructor with a glider category rating could be eligible to obtain a flight instructor certificate with a glider category and powered class rating if the instructor had given 20 hours of flight training in a powered glider and recommended at least one student for a practical test for a glider category and powered class rating, and that student would have to have passed.

4. New Instrument Ratings

The FAA proposes to amend § 61.5 to establish four additional instrument ratings: Airship, single-engine airplane, multiengine airplane, and powered-lift. Corresponding flight instructor instrument ratings for those specific aircraft also are proposed.

a. Airship Instrument Rating

Under the current FAR, the commercial pilot certificate for airships includes training and testing on instrument flight maneuvers and procedures and instrument flight rules (IFR). Currently, there is no separate instrument rating for airship pilots. The proposal to establish a separate instrument rating for airships is in response to current trends in design and certification of airships. These trends are toward smaller airships with specific intended uses, such as daytime aerial advertising. These airships are not designed or equipped for flight in instrument conditions, and therefore, pilots who train in these aircraft must either incur the expense of training in IFR-equipped airships or seek an exemption from the regulation. Industry experience indicates that the smaller, non-IFR-equipped airships in which the pilots train are generally the same airships those pilots will fly when they are certificated. Therefore, the FAA has concluded it is reasonable to separate the instrument rating requirements from the commercial pilot certification requirements.

Historically, the airship industry has consisted of larger blimps and dirigibles that are certificated for operations including IFR, visual flight rules (VFR), and day and night flight. But very few airships operate in the United States, and the growth of the industry has been slow, with few pilots being certificated. However, the FAA notes that smaller. foreign-built airships are being operated in the United States. It is hoped that these signs of growth of the industry will be accompanied by the need for more airship pilots. A separate airship instrument rating will remove an obstacle to certification of commercial airship pilots desiring to fly these smaller airships, and help foster growth of this small segment of the aviation

The FAA proposes to delete airship instrument knowledge requirements from existing § 61.125 and delete current § 61.135, which refers to aeronautical experience requirements. The FAA proposes to incorporate in § 61.65, flight training and skill requirements for airship instrument ratings. For pilots who do not hold an