41166

airship instrument rating, § 61.139 would be amended to require a limitation to the commercial pilot certificate-airship that prohibits the carriage of passengers for hire in airships on cross-country flight or at night.

The proposal includes a system of conversion of current commercial certificates to commercial certificates with an instrument rating. Under proposed §61.5, "Certificates and ratings issued under this part," the holder of a commercial pilot certificate with a lighter-than-air category rating and an airship class rating would be permitted to exchange that certificate for a certificate with an instrument-airship rating, if that person receives an endorsement from an authorized flight instructor who holds an instrumentairship rating on the flight instructor certificate, and that flight instructor has observed that person perform 10 hours of PIC time in an airship under IFR, or that person passes the instrument proficiency test of §61.57 in an airship, and the test was conducted by an examiner.

## b. Instrument Ratings—Airplanes

The FAA proposes to amend § 61.5 to establish separate instrument ratings for single-engine and multiengine airplanes and to establish corresponding instrument ratings for flight instructor certificates.

Under the proposal a person who passes the practical test for an instrument rating in a single-engine airplane would be issued a pilot certificate with an instrument-airplane single-engine rating. If that person holds a multiengine airplane class rating and desires an instrument-airplane multiengine rating, the person would be required to pass a practical test for an instrument rating in a multiengine airplane. The proposal would permit a person who holds both a single engine and multiengine airplane class rating and passes a practical test for an instrument-airplane multiengine rating, to be allowed to exercise instrument privileges in single-engine airplanes.

In addition, a person who desires to train students who want an instrumentairplane single-engine rating would be required to pass a practical test for a flight instructor certificate with an instrument-airplane single-engine rating. If that person desires to train students who want an instrumentairplane multiengine rating, the person would be required to pass a practical test for a flight instructor certificate with an instrument-airplane multiengine rating. A person who passes a practical test for a flight instructor-instrumentairplane multiengine rating and also holds a flight instructor single-engine airplane class rating would be permitted to train students for an instrumentairplane single-engine rating.

This proposal is consistent with FAA policy in effect since October 1984, which requires applicants for multiengine airplane class ratings to demonstrate instrument proficiency on their multiengine practical test if they have an airplane instrument rating and desire IFR privileges for their multiengine rating. The policy was instituted based on an NTSB recommendation that followed an investigation of a 1981 multiengine airplane accident. The NTSB concluded that the accident may have been caused by excessive airloads generated by a nose-up control input by the pilot at high speed. This resulted in an in-flight breakup of the aircraft. The pilot had acquired his instrument rating in a single engine airplane, had limited experience in operation of multiengine airplanes in instrument meteorological conditions, and had no multiengine instrument training.

Under the current FAA policy, applicants for a multiengine airplane class rating who hold an instrument rating for airplanes are required to demonstrate instrument proficiency in multiengine airplanes. If the applicant chooses not to demonstrate instrument proficiency, their multiengine airplane rating is limited to VFR privileges only. If an applicant with single-engine and multiengine class ratings takes the instrument practical test in a multiengine airplane, no restriction is added to the certificate. For example, a certificated pilot who holds a multiengine class rating with instrument privileges for airplanes, and who applies for an airplane singleengine class rating, may, upon successful completion of the airplane single-engine practical test, exercise instrument privileges in both classes of aircraft without showing instrument proficiency in single-engine airplanes.

The FAA proposes to allow 2 years for pilots and flight instructors who currently hold single-engine and multiengine airplane class ratings and an instrument—airplane rating to convert to the new single-engine and multiengine instrument ratings. With the exception of those pilots who received an instrument rating before the current policy became effective, the proposed conversion would ensure that pilots who obtain instrument privileges in multiengine airplanes have demonstrated instrument proficiency in multiengine airplanes.

Under the proposed rule, a person who holds a private or commercial pilot certificate with an airplane category rating and an instrument-airplane rating would be permitted to exchange that certificate for the new proposed certificate. The new private or commercial pilot certificate, as appropriate, would have either an instrument-airplane single-engine rating or instrument-multiengine class rating. For example, a person would be entitled to obtain an instrumentairplane single-engine rating if that person had an airplane single-engine class rating and had satisfactorily completed the practical test for an instrument rating in a single-engine airplane.

Under the proposal, a person could exchange their certificate for a certificate with an instrument-airplane multiengine rating if one of the following conditions were met:

(1) That person had an airplane multiengine class rating and had satisfactorily completed the practical test for an instrument rating in a multiengine airplane;

(2) That person had an airplane multiengine class rating and had satisfactorily completed the practical test for an instrument rating in a single engine airplane and also demonstrated instrument proficiency during the practical test for the multiengine class rating such that the person's certificate did not bear the limitation "Airplane Multiengine VFR Only;" or

(3) That person had an airplane multiengine class rating and had satisfactorily completed the practical test for an instrument rating in a singleengine airplane before October 1, 1984, the date on which the FAA policy, which requires multiengine candidates to demonstrate instrument proficiency when seeking instrument privileges, took effect.

Under the proposal, in any of the above three cases, a pilot with a singleengine airplane class rating would also be entitled to the privileges of an instrument-airplane single-engine rating. A person with a flight instructor certificate and an instrument-airplane rating would be able to obtain a flight instructor certificate with an instrument-airplane single-engine or an instrument-airplane multiengine rating.

A person would be able to receive a flight instructor certificate with an instrument-airplane single-engine rating by having given at least 20 hours of flight training in a single-engine airplane for the issuance of an instrument-airplane rating as a certificated flight instructor. The person also would be required to have