recommended at least one student for a practical test for the issuance of an instrument-airplane rating and the recommended student would have had to pass the practical test.

A person would be able to receive a flight instructor certificate with an instrument-airplane multiengine rating by having given at least 20 hours of flight training in a multiengine airplane for the issuance of an instrumentairplane rating as a certificated flight instructor. The person also would be required to have recommended at least one student for a practical test for the issuance of an instrument-airplane rating and the recommended student would have had to pass the practical test.

The FAA invites comments on the conversion process proposed for the instrument-airplane ratings.

## c. Instrument Rating—Powered-lift

In addition to proposing a new powered-lift aircraft category rating, the FAA proposes to amend § 61.5 to establish a new instrument rating for powered-lift. The FAA also proposes to establish a corresponding powered-lift instrument rating for the flight instructor certificate. The FAA invites comments on the proposal to establish this new instrument-powered-lift rating and the powered-lift instrument rating for the flight instructor certificate.

## 5. Lighter-Than-Air Flight Instructor Certificate

Under current regulations, any commercially licensed lighter-than-air pilot may provide flight training in the class of aircraft in which commercial privileges are held (i.e., airship or free balloon). A lighter-than-air commercial pilot who gives training under the authority of existing §61.139 is not bound by any of the recordkeeping requirements, authorizations, and limitations that apply to certificated flight instructors for the other categories of aircraft. Under the current PTS, commercial lighter-than-air applicants must be tested in all phases of the flight instructor area even if the applicant does not plan to train.

Several balloon operators who made presentations at the public hearings or submitted comments to the docket favored the establishment of a flight instructor-balloon rating. Two balloon organizations indicated that, with the exception of those instructors associated with part 141 schools, the current training in balloons does not provide quality control measures for flight instructors. Several commenters said that the training and renewal requirements for balloon instructors should be the same or similar to those required of other aircraft flight instructors. The commenters also recommended that a proposal for a flight instructor-balloon rating should require: (1) A minimum number of hours as PIC; (2) a biennial renewal requirement; and (3) a passing grade on written and practical tests. In addition, the commenters recommended that such a proposal should provide for existing balloon instructors to convert to the new system.

Comments also were submitted to the docket that opposed the addition of a flight instructor-balloon rating. One commenter stated a majority of balloon instructors would not elect to obtain a flight instructor certificate, creating a hardship for future pilots. Several commenters also disagreed with the suggestion that a specific number of hours as PIC should be required of current commercial pilots to obtain their flight instructor certificates. The commenters stated that existing commercial pilots have earned instructor privileges in accordance with today's FAR and that there is no need for a minimum hour cutoff.

The FAA has determined that a flight instructor certificate should be created for the lighter-than-air category. The present system of incorporating training privileges into commercial certificates is a burden on commercial pilots who do not instruct. The intent of this proposal is to ensure that those who perform flight training in all aircraft categories and classes are subject to flight instructor training and renewal requirements. The FAA proposes to revise § 61.5 to establish a flight instructor-airship rating and a flight instructor-balloon rating.

The proposed revision to § 61.3 includes a clause to permit holders of a commercial certificate with an airship or a free balloon class rating to train in the appropriate aircraft for 2 years after issuance of the final rule. A revision to § 61.187 is proposed that would require a person who trains an applicant for a lighter-than-air flight instructor certificate to meet the same requirements as a person who trains other flight instructor applicants.

Under the FAA's proposal, a person who trains flight instructor applicants for a lighter-than-air category rating would be required to have held a flight instructor certificate for at least 24 months and to have given at least 20 hours of flight training. This is the same minimum-hour requirement recommended by the Great Eastern Balloon Association during the public hearings. The FAA also has included a provision for a person who trains flight instructor applicants in an FAAapproved course. This person could either meet the 24-month and 20-hour requirement or: (1) Have trained and endorsed at least 5 persons for a pilot certificate or rating practical test; (2) have a record that reflects that at least 80 percent of the persons whom the flight instructor has endorsed for a practical test passed that test on their first attempt; and (3) have given at least 40 hours of flight training as a certificated flight instructor.

The proposal also includes a provision for practicing lighter-than-air instructors (with commercial certificates) that requires them to obtain flight instructor certificates with lighterthan-air category ratings without passing a practical test. The proposal would revise §61.201 to provide a 2year transition period for holders of a commercial certificate with an airship or a free balloon class rating to obtain a flight instructor certificate with an airship or a balloon rating. If this proposal is adopted, the FAA is considering allowing the conversion process to begin before the effective date of the proposed rule.

Under the proposal, to obtain a flight instructor certificate with a lighter-thanair category rating, an applicant would need to present a valid commercial certificate with a lighter-than-air category rating and the appropriate class rating and have given at least 20 hours of flight training in airships or free balloons, as appropriate, as a commercial pilot. The applicant would also be required to have recommended at least one student for the issuance of a rating in an airship or balloon, as appropriate, and the student would have had to pass the practical test.

The proposal includes a revision to  $\S 61.125$  to remove the requirements for applicants for a commercial certificate, with a lighter-than-air category rating and an airship or balloon class rating, to obtain knowledge on training.

## 6. Revision of Ground Instructor Certificates and Ratings; Inclusion in Part 61

Part 143, "Ground Instructors," is outdated and inadequate for defining ground instructors' privileges and limitations, or their training and certification requirements. Under the current system, the ground instructor certificate is obtained on the basis of written tests only, with no practical test. Although a recency of experience requirement exists, there is no provision for renewal of ground instructor certificates. In addition, ground instructor certificates will be revised to distinguish ratings on the basis of