to operate an airship under instrument flight rules (IFR) or instrument meteorological conditions (IMC) would be deleted. Pilots of gliders would still be required to hold an instrument rating

for a single-engine airplane;

(12) Aligns the "age 60" rules of part 121 to part 61. This proposal states that a pilot who is 60 years of age or older may not act as a pilot crewmember while engaging in any scheduled international air services, non-scheduled international air transportation, or common carriage operation for compensation or hire in a civil aircraft that has a passenger seating configuration of more than 30 seats, excluding any required crewmember seat or payload capacity of more than 7500 pounds (3400 kg);

(13) Requires a pilot that is required to hold a special purpose pilot authorization, issued in accordance with § 61.77, to have that authorization in their possession in the aircraft when exercising the privileges of that

authorization; and

(14) Permits the following exceptions during the proposed 2-year transition

period of these rule changes:

a. A pilot with a commercial pilot certificate with a lighter-than-air category rating, which was issued before the effective date of this rule, would be permitted to give training in an airship or balloon, as appropriate;

b. A pilot with a commercial pilot certificate with a lighter-than-air category rating and airship class rating would be permitted to operate an airship under IFR or IMC; and

c. A pilot with a commercial or private pilot certificate with an instrument-airplane rating would be permitted to operate an airplane under IFR or IMC.

Section 61.5 Certificates and Ratings Issued Under This Part

The significant proposed changes in § 61.5 are as follows:

(1) Includes ground instructor certificates and ratings in part 61;

(2) Revises ground instructor certificates and ratings;

certificates and ratings;
(3) Establishes a powered-lift category

rating;
(4) Establishes an instrument rating

(4) Establishes an instrument rating for powered-lifts;

(5) Establishes nonpowered and powered class ratings under the glider category:

(6) Establishes separate instrument ratings for single-engine and multiengine airplanes;

(7) Establishes an instrument rating

for airships;

(8) Establishes a flight instructor certificate for the lighter-than-air category; (9) Deletes the word "small" in the reference to turbojet airplanes in the paragraph that applies to aircraft type ratings. The word "small" is unnecessary because current requirements require the PIC of all turbojet airplanes to have a type rating whether it is a large or small turbojet airplane;

(10) Eliminates the reference to Advisory Circular 61–1, "Aircraft Type Ratings." The reference is obsolete because the advisory circular has been revised. The list of type ratings is incorporated into Advisory Circular No. 61–89D, "Pilot Certificates: Aircraft Type Ratings," which also consists of

type rating curricula;

(11) Deletes the provision that requires a pilot who seeks an ATP certificate in a small helicopter to obtain a helicopter type rating. Small helicopters should not be treated differently than the other small aircraft. Historically, the FAA policy on requiring a pilot who seeks an ATP certificate in a small helicopter to obtain a helicopter type rating was based on the operating requirements of part 127, "Certification of Operations of Scheduled Air Carriers with Helicopters." Specifically, § 127.173(a) requires a pilot who seeks an ATP certificate in a small helicopter to obtain a helicopter type rating. However, a closer reading of existing § 61.5(b)(5)(iii) states, "small helicopters for operations requiring an ATP certificate." Currently, part 127 is not active, and there are not any part 127 scheduled air carriers with helicopters. The FAA has determined that it is not necessary for a person who seeks an ATP certificate in a small helicopter to obtain a helicopter type rating. Continuing this past policy places an additional restriction on small helicopters that is not required of other small aircraft and can no longer be justified. Therefore, the FAA proposes to treat the type rating requirements for helicopters as it currently does for the other aircraft, which would only require a type rating if the aircraft is a large aircraft other than lighter-than-air, turbojet-powered airplanes, or is another aircraft type rating that is specified by the Administrator through the aircraft type certification procedures;

(12) Includes a provision for allowing a pilot to exchange a current pilot certificate for a pilot certificate with the proposed instrument ratings and glider class ratings; and

(13) Allows a pilot with a flight or ground instructor certificate to exchange that certificate for a flight or ground instructor certificate with the proposed ratings in §§ 61.201 and 61.227.

Section 61.7 Obsolete Certificates and Ratings

The FAA proposes to revise § 61.7 by adding a new paragraph that would list the category, class, and instrument ratings that are proposed to be eliminated. In this section, the FAA also proposes to:

- (1) Revise ground instructor certificates and ratings;
- (2) Establish nonpowered and powered class ratings under the glider category; and
- (3) Establish separate instrument ratings for single-engine and multiengine airplanes.

Section 61.9 Written Syllabus for Conducting Training

The FAA proposes to eliminate existing § 61.9, "Exchange of obsolete certificates and ratings for current certificates and ratings." This section, which lists the requirements for exchanging the certificates and ratings that were adopted in 1973, is no longer necessary.

The FAA proposes a new § 61.9 that would establish requirements for written training syllabus. This syllabus would be required by an instructor who gives flight or ground training to a pilot for an airman certificate or rating.

Section 61.11 Expired Pilot Certificates and Reissuance

Minor editorial and format changes are proposed.

Section 61.13 Awarding of Airman Certificates, Ratings, and Authorizations

The FAA proposes to replace the title of §61.13, "Application and qualification," with the title "Awarding of airman certificates, ratings, and authorizations" and to revise the format of this section.

The significant proposed changes in this section are as follows:

- (1) Includes ground instructor certificates in part 61;
- (2) Replaces the phrase "flight proficiency requirements" with "approved areas of operation";
- (3) Deletes the provision that permits the use of aircraft for a practical test that cannot perform all of the approved areas of operation for that practical test because of limitations listed in that aircraft's type certificate; and
- (4) Clarifies that a limitation placed on a person's airman certificate may be removed if the pilot demonstrates to an examiner satisfactory proficiency in the area of operation for which the airman certificate level and rating are sought.