"Additional type rating, or an addition of an aircraft type rating associated with an additional aircraft class rating," and rewrite the provisions for an additional

aircraft type rating.

- (2) Revise the required aeronautical experience and training for persons seeking an additional aircraft category and class rating. Regarding the required aeronautical experience and training for an additional category rating, a person would not be required to perform the supervised PIC time, but would be required to meet the specified aeronautical experience and training time required for the category and class rating sought and pilot certificate level held. As an example, a person who holds a private pilot certificate with an airplane single engine land rating, and seeks to add a rotorcraft category with a helicopter class rating to that person's pilot certificate, would be required (in addition to the eligibility and endorsement requirements of § 61.103) to comply with the following aeronautical experience and training of subpart E:
- a. Receive training on the aeronautical knowledge areas listed in §61.105(b), that apply to the helicopter rating
- b. Receive training in a helicopter on the approved areas of operation listed in §61.107(d);
- c. Accomplish the following training-
- (i) Three hours of cross-country flight training in a helicopter;
- (ii) Except as provided in § 61.110, 3 hours of night flight training in a helicopter that includes-
- (A) One cross country flight of at least more than 50 nautical miles duration;
- (B) Ten takeoffs and ten landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport.
- (iii) Three hours of flight training in preparation for the practical test in a helicopter, which must have been performed within the 60-day period preceding the date of the test; and
- d. Satisfactorily accomplish a practical test in a helicopter on the approved areas of operation listed in §61.107(d).
- (3) Eliminate the provision that requires a person to meet the specified aeronautical experience and training time required for the class rating sought. The person would be required to receive the required training, but no specified amount of training would be required. The person would be trained to the standards established for the aircraft rating sought and the pilot certificate level held. As an example, a person who holds a private pilot certificate with an

- airplane category and single engine land class rating, who seeks to add an airplane category and multiengine land class rating to the pilot's certificate would be required (in addition to the eligibility and endorsement requirements of § 61.103) to comply with the following aeronautical experience and training of subpart E:
- a. Receive training on the aeronautical knowledge areas listed in §61.105(b) that apply to the aircraft rating sought;
- b. Receive training in a multiengine airplane on the approved areas of operation listed in §61.107(c); and
- c. Satisfactorily accomplish a practical test in a multiengine airplane on the approved areas of operation listed in § 61.107(c).
- (4) Clarify when an applicant would be required to accomplish a knowledge test. The proposal would specify that an applicant who already holds an airplane, rotorcraft, powered-lift, or airship rating, and is only seeking an additional aircraft category, class, and type rating, would not be required to accomplish another knowledge test. However, an applicant would still be required to have an endorsement in the applicant's logbook or training record from an authorized flight instructor or ground instructor, and that endorsement must attest that the person is competent on the aeronautical knowledge areas, that relate to the pilot certificate for the aircraft category/class rating sought.
- (5) Restrict the issuance of "VFR only" limitation for an aircraft type rating to only those aircraft that cannot be used to accomplish the practical test under IFR, because its type certificate makes the aircraft incapable of operating under IFR.
- (6) Reformat the section for clarity. Section 61.65 Instrument Rating Requirements

The significant proposed changes in this section are as follows:

- (1) Includes revised aeronautical knowledge areas and areas of operation for an instrument rating for the airplane category-single engine class rating, airplane category-multiengine class rating, rotorcraft category-helicopter class rating, lighter-than-air categoryairship class rating, and powered-lift category rating.
- (2) Includes revised instrument training for an instrument rating for the airplane category-single engine class rating, airplane category-multiengine class rating, rotorcraft categoryhelicopter class rating, lighter-than-air category-airship class rating, and powered-lift category rating. A person who applies for an instrument rating

must have received and logged the following training:

a. At least 40 hours of instrument training from an authorized flight instructor-instrument or ground instructor-instrument on the approved areas of operation of this section;

b. At least 20 hours of the instrument training may be met by training received from an authorized flight instructorinstrument or ground instructorinstrument in an approved flight simulator or training device;

c. At least 5 hours of instrument flight training from an authorized flight instructor-instrument in the category and class aircraft for the instrument

rating sought;

d. Instrument training specific to airplanes on cross-country flight procedures that includes at least one cross-country IFR flight in the class airplane for the instrument rating sought and consists of-

(i) A distance of at least 250 nautical miles along airways or ATC-directed routing with one of the routes being at least a straight-line distance of 100 nautical miles between airports;

(ii) An instrument approach at each

(iii) Approaches using VOR, NDB, and ILS radio navigation aids.

- e. Instrument training specific to helicopters on cross-country flight procedures that includes at least one cross-country IFR flight in a helicopter and consists of-
- (i) A distance of at least 100 nautical miles along airways or ATC-directed routing, with one of the routes being at least a straight-line distance of 50 nautical miles between airports;

(ii) An instrument approach at each airport; and

(iii) Approaches using VOR, NDB, and ILS radio navigation aids.

- f. Instrument training specific to airships on cross-country flight procedures that includes at least one cross-country IFR flight in an airship and consists of-
- (i) A distance of at least 50 nautical miles along airways or ATC-directed routing, with one of the routes being at least a straight-line distance of 25 nautical miles between airports;
- (ii) An instrument approach at each airport; and
- (iii) Approaches using VOR, NDB, and ILS radio navigation aids.
- g. Instrument training specific to powered-lift on cross-country flight procedures that includes at least one cross-country IFR flight in a poweredlift and consists of-
- (i) A distance of at least 250 nautical miles along airways or ATC-directed routing, with one of the routes being at