(5) Requires an applicant to hold a private pilot certificate, before applying for a commercial pilot certificate.

(6) Revises the eligibility requirements for the commercial pilot certificate and ratings by specifying that an applicant would be required to:

a. Receive from the ground or flight instructor who gave the applicant training or reviewed the applicant's home study course, an endorsement that states the applicant is prepared for the knowledge test;

b. Receive an endorsement from the flight instructor who gave the applicant training that states the applicant is prepared for the practical test; and

c. Meet the aeronautical experience requirements for the category and class rating sought before applying for the practical test. This is in addition to the current requirements for the applicant to pass the required knowledge test and practical test. The FAA is of the opinion that this step-by-step listing of eligibility requirements would be beneficial to the applicant and the examiner.

## Section 61.125 Aeronautical Knowledge

The significant proposed changes in this section will:

(1) Include separate and revised aeronautical knowledge areas for the airplane category-single engine class rating, airplane category-multiengine class rating, rotorcraft category-helicopter class rating, rotorcraft category-gyroplane class rating, glider category-nonpowered class rating, glider category-powered class rating, lighter-than-air category-airship class rating, lighter-than-air category-balloon class rating, and powered-lift category rating.

(2) Modify the aeronautical knowledge requirements to include windshear avoidance, aeronautical decision making and judgment.

(3) Delete the existing aeronautical knowledge requirement of instrument procedures and the requirement for instrument flight training for an airship rating. This proposed deletion is a result of the proposal for the instrumentairship rating and the proposed flight instructor-airship rating.

## Section 61.127 Flight Proficiency

The significant proposed changes in this section will:

(1) Include separate and revised areas of operation for the airplane categorysingle engine class rating, airplane category-multiengine class rating, rotorcraft category-helicopter class rating, rotorcraft category-gyroplane class rating, glider category-nonpowered class rating, glider category-powered class rating, lighter-than-air category-

airship class rating, lighter-than-air category-balloon class rating, and powered-lift category rating.

(2) Replace flight proficiency requirements with approved areas of operation.

(3) Require an applicant for a glider category rating to receive training on:

a. Launches, approaches, and landings, if applying for a nonpowered class rating; or

b. Takeoffs, landings, and go-arounds if applying for a powered class rating.

## Section 61.129 Aeronautical Experience

Proposed § 61.129 would be retitled, "Aeronautical experience." Proposed § 61.129 would be reformatted by class of aircraft, and would contain separate and revised aeronautical experience for each class of aircraft.

The significant proposed changes in this section are as follows:

(1) Includes revised and separate aeronautical experience requirements for the airplane category-single engine class rating, airplane category-multiengine class rating, rotorcraft category-helicopter class rating, rotorcraft category-gyroplane class rating, glider category-nonpowered class rating, glider category-powered class rating, lighter-than-air category-airship class rating, lighter-than-air category-balloon class rating, and powered-lift category rating.

(2) Revises the aeronautical experience requirements for the single

engine airplane to:

a. Twenty hours of training on the approved areas of operation in proposed § 61.127(b), which includes at least:

(i) Five hours of instrument training in a single engine airplane;

(ii) Ten hours of training in a single engine airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered;

(iii) One cross-country flight in a single engine airplane of at least 2 hours in duration, a total straight-line distance of more than 100 nautical miles from the original point of departure, and occurring in day-VFR conditions;

(iv) One cross-country flight in a single engine airplane of at least 2 hours in duration, a total straight-line distance of more than 100 nautical miles from the original point of departure, and occurring in night-VFR conditions; and

(v) Three hours in a single engine airplane, in preparation for the practical test within 60 days preceding the date of the test.

b. Ten hours of supervised PIC flying in a single engine airplane on the approved areas of operation in proposed § 61.127(b), which includes at least—

(i) One cross-country flight, if the training is being performed in the state of Hawaii, that cross-country flight must involve landings at a minimum of three points and one of the routes must have a straight-line distance of at least 150 nautical miles;

(ii) One cross-country flight, if the training is being performed in a State other than Hawaii, then that cross-country flight must involve landings at a minimum of three points and one of the routes having a straight-line distance of at least 250 nautical miles; and

(iii) Five hours in night-VFR conditions with 10 takeoffs and 10 landings (with each landing involving a flight with a traffic pattern) at an airport with an operating control tower.

(3) Revises the aeronautical experience requirements for the multiengine airplane to:

a. Twenty hours of training on the approved areas of operation in proposed § 61.127(c), which includes at least—

(i) Five hours of instrument training in a multiengine airplane;

(ii) Ten hours of training in a multiengine airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered;

(iii) One cross-country flight in a multiengine airplane of at least 2 hours in duration, a total straight-line distance of more than 100 nautical miles from the original point of departure, and occurring in day-VFR conditions;

(iv) One cross-country flight in a multiengine airplane of at least 2 hours in duration, a total straight-line distance of more than 100 nautical miles from the original point of departure, and occurring in night-VFR conditions; and

(v) Three hours in a multiengine airplane, in preparation for the practical test within 60 days preceding the date of the test.

b. Ten hours of supervised PIC flying in a multiengine airplane on the approved areas of operation in proposed § 61.127(c), which includes at least—

(i) One cross-country flight, if the training is being performed in the state of Hawaii, that cross-country flight must involve landings at a minimum of three points and one of the routes having a straight-line distance of at least 150 nautical miles;

(ii) One cross-country flight, if the training is being performed in a State other than Hawaii, that cross-country flight must involve landings at a minimum of three points and one of the routes must have a straight-line distance of at least 250 nautical miles; and

(iii) Five hours in night-VFR conditions with 10 takeoffs and 10 landings (with each landing involving a