

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Adminis- tration, Department of Transportation

[Docket No. 10954, Amdt. 61-58]

#### PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

##### Practical Test for Glider Rating

The purpose of these amendments to Part 61 of the Federal Aviation Regulations is to provide that an applicant for a private, commercial, or flight instructor certificate with a glider rating may, in his practical test, perform either ground tow or aero tow, subject to having an appropriate corresponding endorsement placed on his certificate.

Interested persons have been afforded an opportunity to participate in the making of these amendments by a notice of proposed rule making (Notice 71-9) issued on March 22, 1971, and published in the FEDERAL REGISTER on March 26, 1971 (36 F.R. 5707). Due consideration has been given to all comments presented in response to that notice.

Thirty-three comments were received in response to the notice from the public, including soaring societies, a glider club, associations, businesses, flight instructors, and pilots. Thirty commentators concurred in the proposal with, in a few cases, suggested changes. One commentator, who did not object to the proposal as concerns private pilots, favored retaining the requirement that both ground tow and aero tow be required for a commercial pilot certificate since the skill requirements for that certificate are, in his opinion, too lax, and the experience gained in performing both kinds of tows significantly improves the skill of the pilot. Several commentators made suggestions that are beyond the scope of the notice. Thus, one commentator, who favored elimination of auto tow for commercial pilot applicants, suggested that a flight instructor's endorsement should be accepted instead of a check of the kind of tow by the FAA or an examiner; three commentators recommended that a log-book record or flight instructor endorsement be accepted for removal of the limitation as to kind of tow where only one kind of tow was performed origi-

nally; and others suggested that a student pilot certificate should be endorsed as to the kind of tow, or that provision should be made for "self-launch" gliders. The FAA will keep these recommendations under consideration for rule making at a future time.

As stated in the notice, the burden of the current requirement to demonstrate both kinds of tows can be removed without adverse effect on safety by issuing certificates with glider ratings limited to the kind of glider tow competently performed in the practical test where only one kind of tow was performed. Also, a number of concurring comments asserted that a ground tow is now seldom performed because it is more disruptive of other operations at active airports, and some asserted that it requires a higher degree of pilot skill and is a more hazardous operation unless regularly performed. Accordingly, as proposed, these amendments remove the requirement for demonstrating both kinds of tows in the practical test for any certificate issued with a glider rating, and provide for appropriate limitation on the certificate when only one kind of tow is performed. They also provide for removal of the limitation endorsement when the certificate holder performs the other kind of tow competently. For the purpose of clarity, it is specifically provided that the latter showing must be made to an FAA inspector or designated examiner.

The notice used the term "airplane tow," as did the sections being amended. However, § 61.47(f) uses "aero tow," that is a term of reference more generally in public use. Therefore, in the interest of uniformity, the latter terminology is used throughout these amendments.

Notice 72-9, issued March 16, 1972 (37 F.R. 6012; March 23, 1972), proposing comprehensive revisions to Part 61, included the substance of these changes as well as additional proposed requirements, to make the glider requirements consistent with other portions of the comprehensive revision. Adoption of that revision may occur at a considerably later date, and it has been determined to issue these amendments now, without waiting for final action on Notice 72-9, so as to accomplish their purpose at the present time.

In consideration of the foregoing, Part 61 of the Federal Aviation Regulations is amended, effective August 7, 1972, as follows:

(As published in the Federal Register 37 F.R. 13336 on July 7, 1972)

1. By amending paragraph (b) (1) (iii) of § 61.95 to read as follows:

§ 61.95 Glider rating: aeronautical skill.

(b) \* \* \*  
(1) \* \* \*

(iii) Ground tow and aero tow. However, if only one kind of tow is performed the pilot certificate is endorsed "ground tow only" or "aero tow only," as appropriate. This endorsement is removed when the certificate holder performs the other kind of tow competently before an FAA inspector or designated examiner.

2. By adding a new paragraph (c) in § 61.101 to read as follows:

§ 61.101 General privileges and limitations.

(c) *Glider*. The holder of a private pilot certificate (glider) endorsed "ground tow only" or "aero tow only" may not act as pilot in command of a glider that is carrying passengers unless that kind of tow is used for the flight.

3. By amending paragraph (b) (1) of § 61.125 to read as follows:

§ 61.125 Glider rating: aeronautical skill.

(b) \* \* \*

(1) Phase I--basic techniques:

(i) Preflight check and oral equipment test.

(ii) Preflight operations.

(iii) Ground tow and aero tow. However, if only one kind of tow is performed the pilot certificate is endorsed "ground tow only" or "aero tow only," as appropriate. This endorsement is removed when the certificate holder performs the other kind of tow competently before an FAA inspector or designated examiner.

(iv) 180° approaches to landings in the direction of the prescribed traffic pattern flow, landing within 100 feet beyond a designated line or mark.

4. By amending paragraph (a) and adding new paragraph (d) in § 61.131 to read as follows:

§ 61.131 General privileges and limitations.

(a) Subject to § 61.16 and paragraphs (b), (c), and (d) of this section, a commercial pilot may act as pilot in command of an aircraft that is carrying

passengers or property for compensation or hire, and may for compensation or hire act as pilot in command of an aircraft.

(d) The holder of a commercial pilot certificate (glider) endorsed "ground tow only" or "aero tow only" may not act as pilot in command of a glider that is carrying passengers or being operated for compensation or hire unless that kind of tow is used for the flight.

5. By amending paragraph (b) (4) in § 61.173, to read as follows:

§ 61.173 Aeronautical skill.

(b) \* \* \*

(4) Glider:

(i) Preflight operations.

(ii) Ground tow and aero tow. However, if only one kind of tow is performed the flight instructor certificate is endorsed "ground tow only" or "aero tow only," as appropriate. This endorsement is removed when the certificate holder performs the other kind of tow competently before an FAA inspector or designated examiner.

(iii) Stalls and slow flight.

(iv) Accuracy 180° approaches and landings.

(v) Spins. (The inspector may accept a logbook record of spin flight instruction in gliders or light airplanes in lieu of a demonstration. Such a record must indicate that the applicant has demonstrated satisfactory entries and recoveries from spins in both directions, and shall be certified by the flight instructor who conducted the flight instruction.)

(vi) Spirals.

6. By adding a new paragraph (g) in § 61.180 to read as follows:

§ 61.180 Limitations.

(g) The holder of a flight instructor certificate with a glider rating that is endorsed "ground tow only" or "aero tow only" may not exercise the privileges of that certificate in the operation of a glider unless that kind of tow is used for the flight.

(Secs. 313(a), 601, 602, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1422; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on June 29, 1972.

J. H. SHAFFER,  
Administrator.