

In the interest of safety, it seems that this rule should specifically attempt to include light certificated tricycle-gear aircraft, specifically the Cessna 150 and 152 and Piper Tomahawk. The NPRM seems to create a class of pilot with less experience and/or medical limitations, and these pilots should not be handicapped with aircraft that have lackluster accident records. These tricycle-gear aircraft have much better safety records than the conventional or "Taildragger" configuration aircraft. Though they do stall at higher speeds, their higher gross weights seems to translate primarily into superior occupant protection. They seem to fit the target for the type of usage that the Rule seeks to encourage, with limited speed and range but offer a much safer aircraft for pilots attracted to this very accessible license class.