10. New requirement in part 141 that a chief or assistant chief flight instructor only has to be available by telephone, radio, or other electronic means during the time that instruction is given for an approved course of training;

11. New requirement in part 141 for initial designation of assistant chief flight instructors that are one half the requirements of chief flight instructors;

12. New requirement to eliminate the 100-hour currency experience requirement in part 141 for chief flight instructors to obtain initial designation; and

13. New requirement to eliminate the 25 mile distance restriction for establishing satellite bases in part 141.

This NPRM represents Phase 2 of the regulatory review. Phase 2 addresses issues affecting parts 1, 61, 141, and 143. Prior to drafting and publishing this NPRM, the FAA issued a notice of hearing (54 FR 22732; May 25, 1989) that announced 4 public hearings and outlined the general topics for this NPRM. Four public hearings were held before the drafting and publishing of this NPRM as part of Phase 2. The hearings were held in Washington, DC (September 12-13, 1989); Chicago, Illinois (September 19-20, 1989); Los Angeles, California (October 3-4, 1989); and Orlando, Florida (October 16-17, 1989).

Phase 2 also involves a Pilot and Flight Instructor Job Task Analysis (JTA), completed on March 31, 1989, which consolidated the results of a study on areas of pilot knowledge, skills, abilities, and attitudes required in today's aviation environment. The JTA provided the framework for this phase of the regulatory review and provides information for use in training programs and practical test standards. A copy of the JTA is available for examination in Docket No. 25627 and for purchase on a diskette through the National Technical Information Service (NTIS), Springfield, Virginia 22161, (703) 487-4650. The cost of the diskette is \$55 in the United States and the NTIS order number is PB89-167845CAU.

Most of the JTA consisted of data, based on experts' opinions, used to quantify the relative importance of knowledge, skills, abilities, and attitudes. The JTA also included a panel that discussed current and future pilot training needs. A transcript of the panel's deliberations is contained in Docket No. 25627. The panel's objective was to project pilot training needs 3 to 10 years into the future. The panel discussed changing technology, airline pilot requirements, airspace, training, instructors, and aviation economics.

In addition, on February 9 and 10, 1993, the FAA conducted information gathering meetings with a number of aviation organizations and schools on the comments received in Docket No. 25627. These meetings concerned issues raised during the public hearings that were held in Washington, DC (September 12-13, 1989); Chicago, Illinois (September 19-20, 1989); Los Angeles, California (October 3-4, 1989); and Orlando, Florida (October 16-17, 1989), and the information received during the JTA that was completed on March 31, 1989. Because so much time had passed since the time of the hearings, receipt of comments to the docket, and the JTA, the FAA decided to update its information. The invitees were selected as a result of their organizations' and schools' past involvement in this regulatory review. The FAA is committed to developing rules that are fair and reasonable, and yet maintain a high degree of pilot training and qualification. The following organizations and schools attended these meetings: General Aviation and Manufacturing Association (GAMA), National Air Transport Association (NATA), Jeppesen-Sanderson, National Association of Flight Instructors (NAFI), Balloon Federation of America (BFA), Farrington Aircraft, Aircraft Owners and Pilots Association (AOPA), AOPA Safety Foundation, Experimental Aircraft Association (EAA), Helicopter Association International (HAI), Soaring Society of America (SSA), Embry Riddle Aeronautical University (ERAU), Parks College of St. Louis, and American Flyers.

There have been some preliminary discussions for conducting a Phase 3 of this regulatory review. However, no schedule has been established for Phase 3. If a Phase 3 is conducted, it would be a comprehensive, long-term effort to address pilot, flight instructor, and ground instructor requirements for the year 2010 and beyond.

1. Notice No. 92–10, Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers

On August 11, 1992, the FAA issued notice of proposed rulemaking (NPRM) No. 92–10, "Aircraft Flight Simulator Use in Pilot Training, Testing, and Checking at Training Centers" (57 FR 35888–35938). Although the flight simulator NPRM contains several issues related to this NPRM, the FAA has tried to make these rulemaking projects separate and distinct from one another. Despite the efforts to coordinate these two rulemaking actions, some overlap still exists. However, if any discrepancies have occurred, the matter will be resolved in the final rule.

2. Experimental Aircraft Association (EAA) Petition

On January 3, 1994, the FAA published, without comment or endorsement, a petition for rulemaking submitted by EAA (59 FR 31). In their petition, the EAA requested the following changes to the recreational pilot certificate:

(1) Eliminating the requirement that a recreational pilot hold at least a 3rd-class medical certificate;

(2) Requiring a recreational pilot to self certify that he or she has no known medical deficiency that would make him or her unable to fly;

(3) Eliminating the 50 nautical mile limitation for those pilots who obtain additional training;

(4) Permitting a pilot with a higher certificate or rating who no longer has a medical certificate, but who self certifies that he or she is physically fit to fly, to exercise the privileges of a recreational pilot certificate, subject to the limitations of the recreational pilot certificate; and

(5) Eliminating the recreational pilot certificate limitations for cross country, night flight, and flight into airspace requiring communication with air traffic control for those pilots with higher certificates and ratings who no longer have medical certificates, but who self certify that they are physically fit to fly.

The comment period for the EAA petition closed on March 4, 1994. There were over one thousand comments received. The majority of commenters voiced overwhelming support for the petition, but did not provide any data or analysis. Some commenters, including the Civil Aviation Medical Association (CAMA), opposed the EAA petition. CAMA expressed concern with the impact on public health and welfare of the proposed elimination of medical standards for pilots who exercise the privileges of a recreational pilot certificate. One specific concern of those commenters who opposed the EAA petition was the carrying of passengers by a pilot who does not hold a medical certificate. The FAA has reviewed all comments received in developing this rulemaking action. The vast majority of commenters responding to this petition were individual members of the aviation community and many were members of the EAA.

In this notice, the FAA is proposing to permit most of what EAA has requested. The FAA is not proposing to eliminate the recreational pilot limitations for cross country, night flight, and flight into airspace requiring