the pilot school, its students, and the FAA.

The FAA has determined that an assistant chief instructor would be a safe temporary substitute for a chief instructor, because of their familiarization with school operations and they are already approved by the FAA. This proposal would provide a time frame for a new chief instructor to be designated and would provide stability to the pilot school's students.

5. Transfer Between Part 141 Schools

The FAA proposes to revise §141.67 to delete the current requirement for a student at a pilot school with examining authority to complete all of the training course at the same school. The proposal would permit up to one-half of a student's credits to be transferred from another pilot school. The amount of credits that could be transferred would be based on the student's performance on a test given by the receiving pilot school. This test could include a flight check, a review of the student's aeronautical knowledge, or both. This criteria, as well as the other criteria proposed for the transfer between part 141 schools, is similar to the current criteria in §141.77 for the transfer between pilot schools that do not have examining authority.

6. Maintenance Requirements

The FAA proposes to revise § 141.39 by expanding the maintenance requirements for aircraft used by a pilot school for flight training and solo flights.

Current § 141.39 requires applicants for a pilot or provisional pilot school certificate to maintain and inspect all aircraft in accordance with the requirements of part 91 that apply to aircraft used to give flight training for hire.

Section 91.409 requires all aircraft used to give flight training for hire to receive an inspection every 12 calendar months or every 100 hours in service. A pilot school may inspect aircraft under a progressive inspection program approved by the FAA in lieu of the requirements in § 91.409.

Àircraft used by pilot schools often receive greater wear and deterioration than other general aviation aircraft. For example, because of the high number of takeoffs and landings, training aircraft are subject to frequent and abrupt changes in engine power settings. This could cause rapid and extreme cylinder head temperature fluctuations resulting in premature wear and possible powerplant failure. Incidents of powerplant failure have been the cause of some pilot school accidents and incidents. In one incident, an aircraft engine that had been operated for 97 hours beyond the manufacturer's recommended time between overhauls sustained internal failure, and the aircraft was forced to land.

The inspection of pilot schools during the National Aviation Safety Inspection Program (NASIP) found training aircraft to be in a generally safe condition for flight; however, some airworthiness problems were found. Examples included pilot schools that have: (1) Not complied with Airworthiness Directives (ADs), especially those required on a recurring basis; (2) not recorded time in service on aircraft engines or propellers; (3) exceeded inspection intervals; and (4) performed modifications that were not approved.

The FAA proposes to revise § 141.39 by: (1) Clarifying that the rule would apply to all pilot and provisional pilot schools, as opposed to applicants; (2) clarifying that aircraft would have to be maintained in accordance with subpart E of part 91, which includes requirements for maintenance, preventive maintenance, and alterations; and (3) requiring aircraft to be maintained in accordance with an inspection program for each airframe, aircraft engine, propeller, appliance, and component part.

This proposed inspection program, which a pilot school may currently use under § 91.409, could be: (1) A current inspection program recommended by the manufacturer; (2) an inspection program that is currently in use by the holder of a certificate issued under part 121 or part 135; or (3) an inspection program established by the applicant and approved by the Administrator.

If an applicant desires to establish an inspection program, the program would be required to be in writing and would need to include at least: (1) Instructions and procedures for the conduct of inspections for the particular make and model of aircraft, including necessary tests and checks; (2) instructions and procedures for inspecting the parts and areas of each airframe, aircraft engine, propeller, appliance, and component part required to be inspected, including survival and emergency equipment; and (3) a schedule for performing the required program inspections, expressed in terms of the time in service, calendar time, number of system operations, or any combination of these.

The FAA also proposes that all aircraft used for the demonstration of instrument skills be equipped and maintained for operations under IFR. This revision would revise the current rule, which requires that: (1) Aircraft for use in en route operations under IFR and instrument approaches be equipped and maintained for operations under IFR operations; and (2) aircraft used for training in control and precision maneuvering by reference to instruments be equipped as provided for in the approved course of training.

7. Ground School Instructor Requirements

The FAA proposes to eliminate: (1) The requirement in § 141.35 for a ground school instructor to have 1 year of experience prior to serving as a ground school's chief instructor; and (2) the requirement in § 141.36 for a ground school instructor to have 6 months of experience prior to serving as a ground school's assistant chief instructor.

The FAA has granted exemptions to this requirement in existing § 141.35 for persons who have equivalent experience to meet the level of safety required by part 141. The FAA has stated in those grants of exemption that an applicant for a chief or assistant chief ground instructor who is approved by the Administrator would not need to meet these experience requirements.

8. Instructor Proficiency Requirements

The FAA proposes to revise the initial and recurrent proficiency checks a flight instructor is required to accomplish. The current rule requires each flight instructor to accomplish a proficiency check in each type of aircraft every 12 months.

The FAA proposes to revise §141.79 by: (1) Permitting the assistant chief instructor and the check instructor to give these checks; (2) requiring the initial check for each course of training to be accomplished in the make and model of aircraft used in that training course; and (3) requiring recurrent checks to be accomplished in any make and model of aircraft in which the instructor trains students. Under the proposal, a flight instructor who trains students in a Cessna 172 and a Piper Arrow, for example, would be required to accomplish an initial check in each airplane. However, the recurrent check could be in either the Cessna 172 or the Piper Arrow.

This proposal also responds to a comment from Tar Heel Aviation to DOT's Regulatory Review, request for comments (57 FR 4744; February 7, 1992), which was in response to the President's request for comments on regulations that obstruct economic growth. The commenter suggested that each flight instructor accomplish: (1) One annual standardization flight in any aircraft in which the instructor trains students; or (2) one annual standardization flight that alternates

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