

Federal Aviation Administration
Aviation Rulemaking Advisory Committee

Air Carrier/General Aviation Maintenance Issue Area
Part 65 Working Group

Task 3 – Disposition of Comments in NPRM 94-27

Task Assignment

[Federal Register: August 21, 1995 (Volume 60, Number 161)]
[Notices]
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[DOCID:fr21au95-95]

DEPARTMENT OF TRANSPORTATION

Aviation Rulemaking Advisory Committee; Maintenance Issues--New
Task; Meeting

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice of new task assignment for the Aviation Rulemaking
Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the
Aviation Rulemaking Advisory Committee (ARAC). This notice informs the
public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT:

Frederick J. Leonelli, Assistant Executive Director for Air Carrier/
General Aviation Maintenance Issues, Flight Standards Service (AFS-
300), 800 Independence Avenue SW., Washington, DC 20591, telephone:
(202) 267-3546; fax: (202) 267-5230.

SUPPLEMENTARY INFORMATION:

Background

The **FAA** has established an Aviation Rulemaking Advisory Committee
to provide advice and recommendations to the **FAA** Administrator, through
the Associate Administrator for Regulation and Certification, on the
full range of the **FAA**'s rulemaking activities with respect to aviation-
related issues. This includes obtaining advice and recommendations on
the **FAA**'s commitment to harmonize its Federal Aviation Regulations
(FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is air carrier/general aviation
maintenance issues. These issues involve mechanic certification and
approved training schools outlined in parts 65 and 147 and the
maintenance standards for parts 23, 25, 27, 29, 31, 33, and 35
aircraft, engines, propellers, and their component parts and parallel
provisions in parts 21, 43, 91, 121, 125, 127, 129, 133, 135, and 137
of the Federal Aviation Regulations, which are the responsibility of
the **FAA** Director, Flight Standards Service.

The Task

This notice is to inform the public that the **FAA** has asked ARAC to

provide advice and recommendation on the following task:

Recommend disposition of comments made to Notice of Proposed Rulemaking No. 94-27, which proposes to amend the Federal Aviation Regulations that prescribe the certification and training requirements for mechanics and repairmen.

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The **FAA** also has asked the ARAC determine if rulemaking action (e.g., final rule, withdrawal) should be taken, or advisory material should be issued. If so, ARAC has been asked to prepare the necessary documents, including economic analysis, to justify and carry out its recommendation(s).

ARAC Acceptance of Task

ARAC has accepted the task and has chosen to assign it to the existing Part 65 Working Group. The working group serves as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the **FAA** as ARAC recommendations.

Working Group Activity

The Part 65 Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider air carrier/general aviation maintenance issues held following publication of this notice.

2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work, stated in item 3 below.

3. For each task, draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.

4. Provide a status report at each meeting of ARAC held to consider air carrier/general aviation maintenance issues.

Participation in the Working Group

The Part 65 Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing the desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

Meetings of ARAC will be open to the public, except as authorized by section 10(d) of the Federal Aviation Committee Act. Meetings of the Part 65 Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 14, 1995.
Frederick J. Leonelli,
Assistant Executive Director for Air Carrier/General Aviation
Maintenance Issues, Aviation Rulemaking Advisory Committee.
[FR Doc. 95-20683 Filed 8-18-95; 8:45 am]
BILLING CODE 4910-13-M



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

7A-153

MAR 13 1995

Mr. Steven R. Erickson
Assistant Chair, Aviation Rulemaking
Advisory Committee
1301 Pennsylvania Avenue, NW
Washington, DC 20004-1707

Dear Mr. Erickson:

The following is a new task for the Aviation Rulemaking Advisory
Committee (ARAC):

Recommend disposition of comments made to Notice of Proposed Rulemaking
No. 94-27, which proposes to amend the Federal Aviation Regulations
that prescribe the certification and training requirements for
mechanics and repairmen. If ARAC determines rulemaking documents or
advisory circulars are appropriate to dispose of these comments, those
documents should be developed by ARAC along with proper justification
and any appropriate legal and economic analyses.

A notice announcing the task assignment will be published in the
Federal Register.

If you have any questions, please contact Mr. Fred Leonelli at
(202) 267-3546.

Sincerely,

Anthony J. Broderick
Associate Administrator for
Regulation and Certification



AERONAUTICAL REPAIR STATION ASSOCIATION

121 NORTH HENRY STREET
ALEXANDRIA, VA 22314-2903
TEL: (703) 739-9543
FAX: (703) 739-9488

cc Barry
Reg
AFS
AFR

August 9, 1996

Mr. Barry Valentine
Acting Associate Administrator
Certification and Regulation
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Mr. Valentine:

On July 18, 1996, ARAC for Air Carrier and General Aviation Maintenance Issues voted to forward the following Notice of Proposed Rulemaking and three associated advisory circulars on changes to Part 65 to the FAA for appropriate disposition.

ARAC was unable to reach consensus on forwarding these documents due to the opposition expressed by several members regarding the proposed change to the rules requiring aviation maintenance technicians be licensed in two categories, i.e., AMT and AMTT. The latter license would be required for persons maintaining or altering aircraft certificated under Part 25 of the Federal Aviation Regulations. The members voicing opposition believe that the distinction between the types of licenses should attach to the operating environment of the aircraft, i.e., private operations (91) versus operating for compensation and hire or for transport (121 or 135, with 10 or more seats) rather than the certification basis of the aircraft. The members do not feel their concerns were adequately addressed by the documents being submitted.

During the discussion, the following recommendations were discussed and agreed to by the ARAC members present. We forward them to ensure that the FAA consider these consensus recommendations during their deliberations on the disposition of these documents.

1. Revise Section 147.21(b)(4) with the following language: *Aircraft -- 1520 hours*. This revision is recommended to validate the economic analysis which states that the NPRM would result in a reduction of training hours required by aviation technical schools. The reduction in hours was counted as a cost savings without a reducing the hours required to be taught under the current Part 147 rule. The recommendation is not meant to reduce the Part 147 required training content, but rather is meant to encourage and allow schools to develop more efficient training techniques.

Mr. Barry Valentine
August 9, 1996
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2. ARAC recommends that FAA develop a certificate exchange program allowing current A&P holders to obtain an AMTT certificate.

3. To ensure persons have comprehensive experience in all areas of responsibility and knowledge required for issuance of an AMT certificate, ARAC recommends the addition of the following language to the end of Section 66.57: Aircraft rating: Experience requirements...*and airframe, aircraft engine, propeller, appliance and component.*"

4. ARAC strongly recommends that the FAA establish standards for the development, delivery and evaluation of recurrent and competency-based training prior to the issuance of the final rule to avoid multiple interpretations.

5. ARAC recommends the deletion of Sections 66.73 and 66.113 since aviation maintenance instructors should not be exempted from the recurrent training requirements.

If you have any questions, please do not hesitate to call.

Sincerely,



Sarah MacLeod
Assistant Chair
ARAC for Air Carrier and General Aviation
Maintenance Issues

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Proposed Advisory Circulars: 66-XX, Part 66—The New Certification Regulations for Aviation Maintenance Personnel; 66-XX, Recurrent Training for Aviation Maintenance Personnel, and 66-XX, Approval of Aviation Maintenance Technician (Transport) Training Program Providers**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of availability of proposed advisory circulars (ACs) and request for comments.

SUMMARY: This notice announces the availability of and requests comments on the following proposed ACs: 66-XX, Part 66—The New Certification Regulations for Aviation Maintenance Personnel; 66-XX, Recurrent Training for Aviation Maintenance Personnel, and 66-XX, Approval of Aviation Maintenance Technician (Transport) Training Program Providers. The FAA recently has issued a Notice of Proposed Rulemaking (NPRM) titled Revision of Certification Requirements: Mechanics and Repairmen, published elsewhere in this separate part of the *Federal Register*. That NPRM would propose the addition of part 66 of Title 14, Code of Federal Regulations (14 CFR) and make significant revisions to the certification and training requirements for aviation maintenance personnel. The proposed ACs would explain the changes proposed in the NPRM, provide guidance on complying with the recurrent training provisions of proposed part 66, and provide information to organizations seeking approval as aviation maintenance technician (transport) (AMT(T)) training providers.

DATES: Comments must be received on or before November 6, 1998.**ADDRESSES:** Send all comments on the proposed ACs to: Federal Aviation Administration, Continuous Airworthiness Maintenance Division (AFS-300), Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Comments may be examined at the above address between 8:30 a.m. and 4:30 p.m. on weekdays, except Federal holidays.**FOR FURTHER INFORMATION CONTACT:** Leslie K. Vipond, AFS-350, Continuous Airworthiness Maintenance Division,

Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3269.

SUPPLEMENTARY INFORMATION:**Comments Invited**

A copy of each draft AC may be obtained by contracting the person named above under **FOR FURTHER INFORMATION CONTACT**. Interested persons are invited to comment on the proposed ACs by submitting such written data, views, or arguments as they may desire. Commenters should identify the AC to which comment is being made and submit comments in duplicate to the address specified above. By separate document published elsewhere in this separate part of the *Federal Register*, the FAA also is inviting interested persons to comment on the NPRM titled Revision of Certification Requirements: Mechanics and Repairmen. The FAA will consider comments on this notice and on the NPRM in deciding the final action of each. All communications received on or before the closing date for comments will be considered by the FAA before issuing the final ACs.

Discussion

Current regulations prescribing the certification and training requirements for aviation maintenance personnel do not reflect the significant technological advances that have occurred in the aviation industry, the extensive differences in maintenance skills required of currently certificated personnel, and recent enhancements in training and instructional methods. To ensure the regulations governing aviation maintenance personnel remain consistent with changes in the aviation environment, the FAA has conducted a multiphase review of the certification and training requirements that pertain to mechanics and repairmen. A complete regulatory review of the certification requirements for these airmen has not been accomplished since the recodification of the Civil Air Regulations into the Federal Aviation Regulations on August 10, 1962.

Elsewhere in this separate part of the *Federal Register*, the FAA has issued the NPRM titled Revision of Certification Requirements: Mechanics and Repairmen. The proposed rule would consolidate and clarify all certification, training, and experience requirements for aviation maintenance

personnel in a newly established 14 CFR part 66. The proposed rule would create additional certificates and ratings and would modify the privileges and limitations of current certificates to respond more closely to the responsibilities of aviation maintenance personnel. In addition, the proposal would establish new training requirements that would enhance the technical capabilities of an increase the level of professionalism among aviation maintenance personnel. Further, the proposal would provide the FAA with essential demographic information that could be used to disseminate vital aviation safety and training information, thereby enhancing aviation safety. All of the proposals in the NPRM were extensively researched for the FAA by the Aviation Rulemaking Advisory Committee (ARAC) Part 65 Working Group and based on the ARCA's recommendations.

To provide the public with additional guidance on complying with the proposed requirements, the FAA has drafted three ACs. AC 66-XX, Part 66—The New Certification Regulations for Aviation Maintenance personnel, discusses the new certification and training requirements in a question-and-answer format. AC 66-XX, Recurrent Training for Aviation Maintenance Personnel, provides guidance to aviation maintenance personnel concerning the fulfillment of recurrent training requirements proposed for holders of aviation maintenance technician (AMT) and AMT(T) certificates who exercise the privileges of their certificates for compensation or hire and do not participate in maintenance and preventive maintenance training programs regulated by 14 CFR part 121, 135, or 145. AC 66-XX, Approval of Aviation Maintenance Technician (Transport) Training Program Providers, furnishes guidance to assist persons in obtaining FAA approval as AMT(T) training program providers.

The proposed ACs would become effective only after a final rule revising the certification requirements for mechanics and repairmen becomes effective.

Issued in Washington, DC, on June 26, 1998.

Ava L. Mims,

Acting Director, Flight Standards Service.

[FR Doc. 98-17591 Filed 7-8-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Parts 65, 66, and 147**

[Docket No. 27853; Notice No. 98-5]

RIN 2120-AF22

Revision of Certification Requirements: Mechanics and Repairmen

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); withdrawal.

SUMMARY: The FAA is withdrawing a previously published NPRM (July 9, 1998, 63 FR 37172) that proposed to amend the certification and training requirements for mechanics and repairmen. The NPRM was the result of the completion of the review of the certification requirements for mechanics and repairmen by the Aviation Rulemaking Advisory Committee (ARAC). Proposals made in the NPRM were based on the ARAC recommendation forwarded to the FAA in the form of a draft NPRM. During the comment period for the NPRM, more than 1,500 members of the aviation industry submitted comments. The majority of the comments received, including those submitted by ARAC, indicated opposition to the proposal. In light of this opposition, the FAA has decided to withdraw the NPRM in its entirety for further internal study.

FOR FURTHER INFORMATION CONTACT: Leslie K. Vipond, Manager, Airworthiness System and Air Agencies Branch, (AFS-350), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3269; facsimile (202) 267-5115.

SUPPLEMENTARY INFORMATION:**Background**

In 1991, the FAA chartered the ARAC. At its first meeting on Air Carrier General Aviation Maintenance Issues

ARAC established the part 65 Working Group (working group) (56 FR 20492, May 3, 1991). The working group was composed of representatives from several aviation associations, including the European Association of Aerospace Manufacturers, the Aeronautical Repair Station Association (ARSA), the Aerospace Industries Association, the Air Freight Association, the Air Line Pilots Association (ALPA), the Air Transport Association (ATA), the Aircraft Electronics Association, the Aircraft Owners and Pilots Association (AOPA), the Airline Dispatchers Federation, the Allied Pilots Association, the American Helicopter Society, the Aviation Consumer Action Project, the Aviation Insurance Association, the Aviation Technician Education Council (ATEC), the Equipment Leasing Association of America, the Experimental Aircraft Association, Flight Dispatchers, the General Aviation Manufacturers Association, the Helicopter Association International (HAI), the Independent Pilots Association, the International Association of Machinists and Aerospace Workers (IAM), the Joint Aviation Authorities (JAA), the Light Aircraft Manufacturers Association, the National Air Carrier Association, the National Air Transportation Association (NATA), the National Business Aircraft Association (NBAA), the Parachute Industry Association, the Professional Aviation Maintenance Association (PAMA), the Regional Airline Association (RAA), the Small Aircraft Manufacturers Association, the Teamsters Airline Division, Transport Canada, the University Aviation Association, and the Used Aircraft Certification Conformity Committee. The working group was chaired by NATA.

The ARAC tasked this working group to conduct a review of the certification requirements for mechanics, mechanics holding inspection authorizations, and repairmen. At that time, these requirements were in part 65, subparts D and E. After the ARAC analysis of the

working group's extensive efforts, the ARAC submitted to the FAA its recommendation in the form of a draft NPRM, which would establish part 66. Based on this draft NPRM, the FAA issued an NPRM (Notice No. 98-5) proposing to revise the certification requirements for mechanics and repairmen (63 FR 37172, July 9, 1998).

Reason for Withdrawal

As previously noted, the proposals in Notice No. 98-5 were based on the work performed by the working group and the recommendation of ARAC. Because the ARAC forwarded the document to the FAA, the FAA assumed, for the most part, the ARAC and the aviation community generally would support Notice No. 98-5. However, of the more than 1,500 commenters who submitted comments on Notice No. 98-5, most opposed the NPRM, either in part or in full. Commenters especially opposed the creation of the Aviation Maintenance Technician and Aviation Maintenance Technician (Transport) certificates. Several working group member associations, including AOPA, ARSA, NATA, PAMA, and RAA, opposed the NPRM and some asked the FAA to withdraw Notice No. 98-5.

Decision

Because of the overwhelming opposition to Notice No. 98-5, the FAA has decided to withdraw Notice No. 98-5. The FAA will study the issue internally, and, if the FAA decides to make any changes to the regulations concerning the certification and training requirements for mechanics and repairmen, the FAA may later issue an NPRM for public comment.

Accordingly, Notice No. 98-5, published on July 9, 1998 (63 FR 37172), is hereby withdrawn.

Issued in Washington, DC, on July 28, 1999.

L. Nicholas Lacey,

Director, Flight Standards Service.

[FR Doc. 99-20023 Filed 8-4-99; 8:45 am]

BILLING CODE 4910-13-P