Federal Aviation Administration – Regulations and Policies
Aviation Rulemaking Advisory Committee

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

Task 1 – Proposed Rulemaking for Part 65

Task Assignment

[redacted] [redacted] FILE COPY

Aviation Rulemaking Advisory Committee; Air Carrier/General Aviation Maintenance Subcommittee; Part 65 Working Group

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of establishment of part 65 Working Group.

SUMMARY: Notice is given of the establishment of a part 65 Working Group by the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee. This notice informs the public of the activities of the Air Carrier/General Aviation Maintenance Subcommittee of the Aviation Rulemaking Advisory Committee.

FOR FURTHER INFORMATION CONTACT: Mr. William J. White, Executive Director, Air Carrier/General Aviation Maintenance Subcommittee, Flight Standards Service (AFS-2), 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 267-8237; FAX: (202) 267-5230.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) established an Aviation Rulemaking Advisory Committee (56 FR 2190, January 22, 1991) which held its first meeting on May 23, 1991 (56 FR 20492, May 3, 1991). The Air Carrier/General Aviation Maintenance Subcommittee was established at that meeting to provide advice and recommendations to the Director, Flight Standards Service, regarding 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 (FAR). At its first meeting on May 24, 1991 (56 FR 20492, May 3, 1991), the subcommittee established the part 65 Working Group.

Specifically, the working group's task is the following:

Development of a notice of proposed rulemaking for part 65 of the FAR. Part 65 has not been revised for over 20 years, and changes in the knowledge, skills, and abilities required for today's aviation maintenance technicians have advanced significantly.

The part 65 Working Group will be comprised of experts from those organizations having an interest in the task assigned to it. A working group member need not necessarily be a representative of one of the organizations of the parent Air Carrier/General Aviation Maintenance Subcommittee or of the full Aviation Rulemaking Advisory Committee. An individual who has expertise in the subject matter and wishes to become a member of the working group should write the person listed under the caption "FOR FURTHER INFORMATION CONTACT" expressing that desire and describing his or her interest in the task and the expertise he or she would bring to the working group. The request will be reviewed with the subcommittee chair and working group leader, and the individual advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of the Aviation Rulemaking Advisory Committee and its subcommittees are necessary in the public interest in connection with the performance of duties imposed on the FAA by law. Meetings of the full committee and any subcommittees will be open to the public except as authorized by section 10(d) of the Federal Advisory 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 20, 1991.

William J. White,

Executive Director, Air Carrier/General Aviation Maintenance Subcommittee, Aviation Rulemaking Advisory Committee.

[FR Doc. 91-20491 Filed 8-26-91; 8:45 am]

BILLING CODE 4910-13-M

Recommendation Letter

Air Transport Association

December 6, 1993

Mr. Anthony J. Broderick
Associate Administrator for Regulation & Certification (AVR-1)
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Tony:

A proposed draft NPRM for Phase One of a revision to FAR Part 65 is attached for your rulemaking consideration. The draft is the first product of the Part 65 Working Group of the Air Carrier/General Aviation Maintenance Interest Area of ARAC.

The Working Group is already addressing the other phases of its effort, as authorized by the task revision you authorized (58 FR 62403). At this point, it isn't possible to predict when they will develop additional proposals for rulemaking. Thus, the Phase One effort should be considered as a stand-alone document.

The Working Group is interested in reviewing docket inputs and disposing of comments, if their assistance would benefit the processing of this proposed rule. I look forward to continued progress in this important area.

Sincerely,

Steven R. Erickson

Steven R. Erickson
Assistant Chair
Air Carrier/General Aviation
Maintenance Interest Area
Aviation Rulemaking Advisory
Committee

Air Transport Association of America
1301 Pennsylvania Ave., NW – Suite 1100 Washington, DC 20004-1707
(202) 626-4000

Acknowledgement Letter

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

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

DEC 22 1993

Mr. Steven R. Erickson
Assistant Chair for Maintenance Issues
Aviation Rulemaking Advisory Committee
Air Transport Association of America
Washington, DC 20004-1707

Dear Mr. Erickson:

Thank you for your December 6 letter with which you transmitted a recommendation from the Aviation Rulemaking Advisory Committee on Maintenance Issues. The Federal Aviation Administration (FAA) accepts this recommendation provided there are no legal or other reasons why we cannot adopt it.

The complete rulemaking package will be reviewed and coordinated within the FAA and the Offices of the Secretary of Transportation and Management and Budget. The FAA will publish the NPRM for public comment as soon as the coordination process is complete. We will make every effort to handle this recommendation expeditiously.

You have indicated that the Part 65 Working Group is interested in reviewing docket inputs and disposing of comments. The working group is welcome to review all comments to the docket, but a decision has not yet been made to task the working group to dispose of the comments. The FAA will determine the appropriate action to take after the close of the comment period and the nature of the comments have been evaluated. I do appreciate the working group's offer of assistance with this task.

I would like to thank the Aviation Rulemaking Advisory Committee on Maintenance Issues, and particularly the Part 65 Working Group, for its efforts in completion of the task the FAA imposed at the committee's initial meeting on maintenance issues held May 24, 1991.

Sincerely,

Anthony J. Broderick
Associate Administrator for
Regulation and Certification

Recommendation

DRAFT

AUG 26 1993

[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 65, 66

[Docket No. ; Notice No.]

RIN: -

Revision of Certification Requirements: Mechanics and Repairmen

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to revise the Federal Aviation Regulations (FAR) that prescribe the certification and training requirements for mechanics and repairmen. Current regulations prescribing these certification requirements do not reflect the significant technological advances that have occurred in the aviation industry and the enhancements in training and instructional methods that have affected all aviation maintenance personnel. The proposed rule would consolidate and clarify all certification, training, experience, and currency requirements for aviation maintenance personnel in a newly established Part 66 of the FAR. The proposal would enhance aviation safety by establishing new training programs for aviation maintenance personnel and would decrease the regulatory burden on these personnel by providing alternatives for meeting experience and currency requirements. The proposed rule would enhance the technical capabilities and increase the level of professionalism

among aviation maintenance personnel. All proposals are based on recommendations developed by the Aviation Rulemaking Advisory Committee (ARAC).

DATE(S): Comments must be submitted on or before .

ADDRESSES: Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. , 800 Independence Avenue, SW., Washington, DC 20591. Comments delivered must be marked Docket No. . Comments may be examined in Room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Leslie K. Vipond, AFS-302, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591, telephone (202) 267-3269.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the environmental, energy, federalism, or economic impact that might result from adopting the proposals in this notice are also invited. Substantive comments should be accompanied by cost estimates, if appropriate. Comments should identify the regulatory docket or notice number and should be submitted in triplicate to the Rules Docket address specified above. All

comments received on or before the closing date for comments specified will be considered by the Administrator before action is taken on this proposed rulemaking. The proposals contained in this notice may be changed in light of comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a preaddressed, stamped postcard on which the following statement is made: "Comments to Docket No. ." The postcard will be date stamped and mailed to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM.

Persons interested in being placed on the mailing list for future NPRMs should request from the above office a copy of Advisory Circular (AC) No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

In keeping with the FAA's policy of reviewing and upgrading regulations to ensure that they are consistent with changes in the aviation environment, the FAA is conducting a two-phase regulatory review to amend Part 65, Subparts D and E (14 CFR Part 65) of the FAR, which pertain to mechanics, mechanics holding inspection authorizations, and repairmen. Since the recodification of the Civil Air Regulations into the Federal Aviation Regulations on August 10, 1962, a complete regulatory review of the certification requirements for these airmen has not been accomplished and few significant revisions to the subparts have been made. However, numerous technological advances in the aviation industry, recent FAA and international regulatory activities, concerns over aging aircraft, and enhancements in training methods have significantly affected all aspects of maintenance operations. Additionally, various and often conflicting interpretations of the existing regulations periodically have resulted in confusion among the airmen for whom this part was intended. Because of these factors, the FAA has instituted this complete regulatory review of Part 65, Subparts D and E.

In November 1989, a joint industry/FAA Part 65 review group was formed to evaluate and review certification requirements for mechanics and repairmen. The review group's objective was to develop and present a unified position on Part 65. The group comprised representatives from several aviation associations and

was coordinated by the Professional Aviation Maintenance Association (PAMA). FAA interests were represented by the Aircraft Maintenance Division (AFS-300) of the FAA.

The review group conducted a series of panel discussions throughout the United States and, as a result, drafted the Industry/FAA Part 65 Review Group Working Paper, which was published on January 31, 1991. This paper presented the issues of general agreement within the review group and also presented those issues that the group believed would require further discussion.

Further impetus for the Part 65 review came with ARAC's establishment. The ARAC charter became effective on February 5, 1991. ARAC was established to assist the FAA in the rulemaking process by providing input from outside the Government on major regulatory issues affecting aviation safety. ARAC includes representatives of air carriers, manufacturers, general aviation, labor groups, universities, associations, airline passenger groups, and the general public. Under the framework provided by ARAC, the previously established Part 65 review group became a working group of ARAC's Air Carrier/General Aviation Maintenance Subcommittee. ARAC's formation has given the FAA additional opportunities to solicit information directly from significantly affected parties who meet and exchange ideas about proposed rules and existing rules that should either be revised or eliminated.

The issues agreed upon by the review group in the January 31, 1991, working paper and the consensus achieved at subsequent meetings of the Part 65 working group have become the basis for the changes proposed in this NPRM, which constitute phase I of the Part 65 regulatory review. The issues that require further discussion and agreement by the members of the working group (such as the evaluation of any potential for additional certificates and ratings and the expansion of aviation repair specialist privileges) will become the basis for phase II of the regulatory review and a subsequent NPRM.

In support of this regulatory review, the FAA completed a historical review of Part 65, Subparts D and E, on October 22, 1991. This review revealed that there have been 17 amendments (1 of which was rescinded), 3 petitions for rulemaking, and 100 exemption actions to these subparts since recodification. In addition, one accident, the Aloha Airlines Boeing 737 structural failure on April 28, 1988, generated National Transportation Safety Board (NTSB) recommendations related to these subparts.

The three petitions for rulemaking addressed issues associated with establishing certificates and ratings for avionics and instrument technicians, recertifying mechanics, and allowing applicants for mechanic certificates who desire to qualify on the basis of experience and have not graduated from an approved Part 147 aviation maintenance technician school to take

the oral and practical tests for a certificate or rating before completing the required written tests.

The majority of requests for exemption, FAA policy letters, and legal interpretations regarding mechanics pertained to inspection authorization renewal or the general eligibility and experience requirements. The majority of actions concerning repairmen involved certificate privileges and limitations.

The FAA also conducted a survey of FAA regional offices on the certification of mechanics, holders of inspection authorizations, and repairmen during 1991. A copy of this survey has been placed in docket number _____. The survey questions were derived from issues that surfaced during FAA participation in listening sessions with aviation industry associations and the International Civil Aviation Organization (ICAO) Aircraft Maintenance Engineer Licensing Panel and from issues identified in legal interpretations, petitions for exemption, petitions for rulemaking, and enforcement actions.

Results of this survey showed clear support for: (1) replacing the term "mechanic" with "aviation maintenance technician"; (2) developing a system for granting additional privileges and limitations for mechanics; (3) encouraging additional FAA participation with ICAO and other aviation authorities to standardize training and certification of maintenance personnel; (4) using aviation maintenance instructor experience to satisfy recent experience requirements; (5) clarifying § 65.75(b), written test requirements; (6) adding

"facsimile" to § 65.16; and (7) developing a separate certificate or rating for balloon repairmen. The majority of the respondents supported changes in the English-language requirements for both mechanics and repairmen, the continued acceptance of military aircraft maintenance experience as the basis for airframe and powerplant mechanic certification, and changing the units of time used in § 65.77 to designate experience requirements for mechanics from months to hours.

General Discussion of the Proposal

The proposals developed during phase I of the Part 65 regulatory review and set forth in this NPRM cover a broad range of issues affecting the certification of aviation maintenance personnel. The proposals included in this NPRM would: (1) establish a separate part for aviation maintenance personnel; (2) remove gender-specific terms from the current regulation; (3) change the term "mechanic" to "aviation maintenance technician"; (4) change the term "repairman" to "aviation repair specialist"; (5) establish the equivalency of the aviation maintenance technician and aviation repair specialist certificates with current certificates; (6) allow facsimiles to be used in the process of replacing lost or destroyed aviation maintenance technician and aviation repair specialist certificates; (7) require applicants to demonstrate English-language proficiency by reading and explaining appropriate maintenance publications and by writing defect and repair statements; (8) discontinue the certification of aviation

maintenance personnel who are employed outside the United States and are not proficient in the English language; (9) require all aviation maintenance technician applicants to pass a written test that would examine their knowledge of all applicable maintenance regulations; (10) clarify the requirement that each applicant for an aviation maintenance technician certificate pass all sections of the written test before applying for oral and practical tests; (11) recognize new computer-based testing methods; (12) specify all experience requirements in hours instead of months; (13) establish a basic competency requirement for aviation maintenance technicians; (14) allow aviation maintenance technicians to use equipment-specific training as an additional means to qualify for the exercise of certificate privileges; (15) permit aviation maintenance instructors to use instructional time to satisfy currency requirements; (16) establish training requirements for aviation maintenance technicians who desire to use their certificates for compensation or hire; (17) extend the duration of an inspection authorization from 1 to 2 years; and (18) expand the renewal options available to the holder of an inspection authorization.

This preamble addresses the proposed changes through a discussion of the principal issues and in a section-by-section general analysis of the proposed rule.

Principal Issues

Establishment of a Separate Subpart for Aviation Maintenance Personnel

The FAA proposes to establish a new Part 66 under the title, Certification: Aviation Maintenance Technicians and Aviation Repair Specialists. This new part would be created by removing Subparts D (Mechanics) and E (Repairmen) from the current Part 65 and using these existing subparts as the nucleus for the newly created Subparts B (Aviation Maintenance Technicians) and C (Aviation Repair Specialists) under Part 66. The sections of the current Part 65 Subpart A (General) that apply only to aviation maintenance personnel would be included in Subpart A of the proposed Part 66.

In addition to regulating the certification requirements for aviation maintenance personnel, Part 65 also currently regulates the certification of airmen such as aircraft dispatchers, air traffic controllers, and parachute riggers, whose certification requirements and duties differ markedly from those of aviation maintenance personnel. Currently, there are more than 145,000 certificated mechanics and repairmen. The number of certificated aviation maintenance personnel is second only to the number of certificated pilots. Aviation maintenance personnel work in all aspects of the aviation environment, perform tasks vastly different from those performed by other airmen, and are affected by training and currency requirements that are

substantially more extensive than those affecting other airmen currently regulated by Part 65.

The aviation maintenance sector is one of the most complex sectors of the aviation community and all aviation maintenance personnel must possess many technical skills. The addition of this part to the FAR is warranted because of the complexity of the certification and training requirements affecting aviation maintenance personnel. In addition, the certification requirements for aviation maintenance personnel are expanding under this proposed rule, and additional certificates and ratings are proposed for creation under phase II of the regulatory review.

Removal of Gender-Specific Terms

In accordance with the FAA's policy of implementing gender-neutral regulations and maintaining conformity with other recently revised airman certification regulations that are now gender-neutral, and in view of the increased role of women in the aviation maintenance profession, the FAA proposes to eliminate all gender-specific references in current Part 65 and proposed Part 66. These changes are reflected in the proposed amendment; however, specific changes are not listed in the section-by-section general analysis.

Redesignation of the Term "Mechanic"

Because of changes in aircraft technology, the amount of specialized training required to perform aviation maintenance has increased significantly since the introduction of the term "mechanic." The highly complex and technical field of contemporary aviation maintenance requires substantially more than the manual skills typically associated with individuals classified as mechanics. The FAA asserts that the term "aviation maintenance technician" more completely describes the type of skills necessary to maintain today's complex aircraft and more accurately reflects the level of professionalism found in the aviation maintenance industry. Additionally, adoption of the term "aviation maintenance technician" would standardize terminology throughout the aviation industry and make Part 66 consistent with Part 147 of the FAR (which regulates Aviation Maintenance Technician Schools), aviation maintenance trade publications, and many ICAO member states. These changes are reflected in the proposed amendment; however, specific changes have not been listed in the section-by-section general analysis.

Redesignation of the Term "Repairman"

In view of the specialized nature of aviation maintenance tasks performed by currently certificated repairmen, the FAA proposes that the term "aviation repair specialist" replace the current term "repairman." The FAA contends that the term "aviation repair specialist" more accurately reflects the level of expertise required to maintain today's highly complex aviation

systems. In addition, the use of the term "aviation repair specialist" would serve to increase the level of professionalism among aviation maintenance personnel. Adoption of the term would also be consistent with the FAA's policy of implementing gender-neutral regulations. These changes are reflected in the proposed amendment; however, specific changes have not been listed in the section-by-section general analysis.

Equivalency of Ratings

Any valid mechanic or repairman certificate would be equivalent to an aviation maintenance technician or aviation repair specialist certificate, respectively. After implementation of this regulation, the holder of a current mechanic or repairman certificate may continue to exercise the privileges of the corresponding aviation maintenance technician or aviation repair specialist certificate and may exchange a current mechanic or repairman certificate for an aviation maintenance technician or aviation repair specialist certificate respectively. Phase I of the regulatory review does not create additional certificates or ratings.

Replacement of Lost or Destroyed Certificates by Facsimile

The proposal would revise current procedures by permitting an airman who has lost a certificate issued under proposed Part 66 to request a facsimile of the certificate from the FAA as confirmation of the certificate's original issuance. The proposal would also allow any request to the FAA to be made by

facsimile and would permit the FAA to send directly to the airman a facsimile that the airman may carry as proof of the original certificate's issuance for a period not to exceed 60 days. Adoption of the proposed change would make the rule consistent with current practices implemented by the Airman Certification Branch (AVN-460) at the Aviation Standards National Field Office in Oklahoma City. Current regulations specify the use of telegrams only.

This change reflects advancements in communications technology and would speed access to FAA services by permitting the use of other means, such as telephone facsimile or computer modem, to obtain a replacement certificate. The use of these means would speed the replacement of lost certificates to the airman, thereby decreasing the time during which the airman may not exercise the privileges of a certificate or rating. Similar provisions are under consideration for adoption in other parts of the FAR.

Demonstration of English-Language Proficiency and Removal of Exception Criteria for Applicants Employed Outside the United States Who Are Not Proficient in the English Language

The proposal would require an applicant for an aviation maintenance technician certificate or aviation repair specialist certificate to read, write, speak, and understand the English language, as is currently required for applicants desiring to exercise the privileges of the certificate within the United States. The proposal would require the applicant to demonstrate

this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also would eliminate the issuance of certificates to individuals who cannot meet this requirement and are employed solely outside the United States by a certificated U.S. repair station, or a certificated U.S. air carrier.

This proposal recognizes the highly technical nature of aviation maintenance in today's aviation industry. Proficiency with the general terminology of the English language is not sufficient to ensure the competency of an aviation maintenance technician or repair specialist. The individual must be able to understand and master the complex and often very specialized language of airworthiness instructions and other terminology associated with the maintenance of highly sophisticated aviation equipment. In operations conducted at certificated U.S. air carriers, certificated U.S. commercial operators, and U.S.-certificated repair stations, the vast majority of technical information is conveyed in the English language. The FAA has determined that the proposed rule would guarantee a level of competency that would ensure that an applicant for either certificate is able to use all relevant maintenance publications effectively.

The FAA also proposes that the current exception, which permits the certification of mechanics (aviation maintenance technicians) who are employed outside the United States and are not proficient in the English language, be deleted. The current

airframe, powerplant, and general written tests for mechanics are all written in the English language. Applicants taking these tests must be proficient in the English language to complete these examinations successfully; therefore, the exception is not necessary.

Although repairmen (aviation repair specialists) are not required to take written tests, these individuals also work in environments that require more than mere proficiency in the English language. Because the FAA does not certify repairmen working under U.S.-certificated foreign repair stations and because of the need for all certificated repairmen to understand technical material written in English, the FAA also proposes that all repairmen (aviation repair specialists) demonstrate proficiency in the English language and that the exception allowing individuals who are not proficient in the English language to be certificated to work only outside the United States be deleted.

Current holders of a mechanic or repairman certificate, who do not meet the English language requirement and are employed outside of the United States by a certificated U.S. air carrier or a certificated U.S. repair station, would continue to exercise the privileges of their certificate without a further showing of competency. Their certificates would remain endorsed "Valid only outside of the United States."

Establishment of a Requirement for Aviation Maintenance Technicians to Pass a Written Test on All Applicable Provisions of Chapter 14

Current regulations require an applicant for a mechanic (aviation maintenance technician) certificate to pass a written test that includes the applicable provisions of Parts 43 and 91 of this chapter. Because contemporary maintenance operations require the applicant to understand certification and maintenance regulations other than those found solely in Parts 43 and 91, the FAA proposes amending the knowledge requirements for the certificate to require an applicant to pass a written test on the applicable provisions of the entire chapter.

Clarification of Requirement to Pass All Sections of the Written Test Before Applying for the Oral and Practical Tests

There has been some confusion among applicants for the mechanic (aviation maintenance technician) certificate who are not enrolled at Part-147-approved aviation maintenance technician schools regarding the language of § 65.75(b). This section requires an individual to pass each section of the written test before applying for the oral and practical tests prescribed by § 65.79. The FAA believes that it is essential that the applicant display knowledge of the equipment and procedures to be used by the applicant before the oral and practical tests are given. The applicant must possess adequate knowledge before being permitted to take the oral and practical tests, because it is this knowledge that enables an applicant to solve practical

problems and demonstrate the ability to perform the work of a certificated aviation maintenance technician. In addition, when taking an oral or practical test, an applicant for a certificate must handle complex equipment; a lack of knowledge about the use of that equipment could injure the applicant or others. Therefore, the FAA has clarified the current requirement by proposing amendatory language that would require all applicants, except students at an approved Part 147 aviation maintenance school, to pass all sections of the written test before applying for the oral and practical tests.

Recognition of New Written Testing Methods

In the area of written testing, the FAA recognizes recent developments in training and testing technology. Because the results of some written tests, such as those from recently approved computer-based testing, can be made immediately available to the applicant, the FAA proposes that a report of the written test be made available, as opposed to sent, to an applicant who has taken the examination using computer-based testing.

Specification of Experience Requirements in Hours

The FAA proposes that experience requirements for aviation maintenance personnel, currently expressed in months, be expressed in an equivalent number of hours. A change to the hourly experience requirements would give the FAA and the aviation industry a simpler method of measuring and verifying

work experience. The proposed revision also would enable aviation maintenance personnel working in part-time positions to better quantify their work experience. FAA Order 8300.10, Airworthiness Inspector's Handbook, currently permits the practice of measuring part-time experience requirements in hours. The proposed rule would expand this current practice by measuring both part-time and full-time experience in hours. Equivalent levels of full time experience are: 6 months/1000 hours; 18 months/3000 hours; 30 months/5000 hours.

Establishment of Basic Competency Requirements

Currently § 65.79, Skill requirements, requires an applicant for a mechanic certificate to pass an oral and practical test covering the applicant's basic skills in performing practical projects covered by the written test. Because of the complexity of current aviation maintenance operations, the FAA proposes to establish a broad-based competency requirement in § 66.79 that encompasses more than the skill requirements included in the current regulation.

Current interpretations of the existing regulation tend to emphasize the evaluation of basic skills that often concentrate solely on tasks involving manual dexterity. Although mastery of these basic skills is invaluable, the FAA asserts that a more comprehensive level of competency, based on current aviation maintenance practices, is required of aviation maintenance technicians. The proposed rule would expand the evaluation of aviation maintenance technician applicants to include a

demonstration of competency in technical tasks and aircraft maintenance more appropriate to the current aviation environment and the certificate and rating sought.

Use of Equipment-Specific Training to Qualify for Certificate Privileges

Through the use of equipment-specific training, the proposal would provide the holder of an aviation maintenance technician certificate with an additional means to remain qualified to approve and return to service any aircraft, appliance, or part for which that person is rated and to supervise the maintenance, preventive maintenance, alteration, and return to service of these aircraft, appliances, and parts.

Under the current regulation, a certificate holder may supervise maintenance operations or approve and return to service an aircraft, appliance, or part if the certificate holder has: (1) previously performed the work; (2) performed the work to the satisfaction of the Administrator; or (3) performed the work under the direct supervision of a certificated mechanic or repairman who has had previous experience with that specific task.

The proposal would allow the aviation maintenance technician to use equipment-specific training to obtain the competency necessary to supervise these operations or approve an item for return to service without previously having performed the work that is anticipated. Through the adoption of equipment-specific training to satisfy this experience requirement, the FAA

recognizes enhancements in aviation maintenance training that can provide the aviation maintenance technician with technical knowledge equal to knowledge gained in the work environment. However, in allowing training to replace actual work experience, the FAA would require a high level of specificity between the training and the actual work to be performed or supervised. Therefore, the proposal would require that the training used to satisfy this requirement be unique to the specific equipment on which the work is to be performed. A course of instruction detailing the maintenance practices for the same make and model aircraft on which an aviation maintenance technician will perform work, or a course of instruction detailing the overhaul procedures for a specific part or appliance, for example, would satisfy the provisions of the proposed rule. Such courses may be provided by any manufacturer, individual, or organization whose training has been found acceptable to the Administrator.

Training of a more general nature, which may be used to satisfy currency requirements as proposed in § 66.83, may not be sufficiently specific to allow an aviation maintenance technician to perform work on a specific aircraft, part, or appliance. For example, a course in the FAR applicable to maintenance procedures would not satisfy the provisions of proposed § 66.81 but could be used to satisfy the provisions of proposed § 66.83.

The FAA also proposes to clarify the intent of the current regulation by proposing amendatory language that would allow a certificate holder, who desires to exercise supervisory, return

to service, or approval responsibilities, to demonstrate the ability to perform the work to the satisfaction of the Administrator. The current regulation requires actual performance of the work.

Use of Instructional Time by Aviation Maintenance Instructors to Satisfy Currency Requirements

Under current § 65.83, there are no provisions for allowing individuals involved in aviation maintenance instruction to use that experience for maintaining the currency required to exercise the privileges of their certificate and ratings. The FAA recognizes that the experience gained while providing aviation maintenance instruction or directly supervising other aviation maintenance instructors is commensurate with the experience obtained while directly performing aviation maintenance. The FAA already recognizes this experience in current § 65.91(c)(2). Within that section the phrase "actively engaged" includes instructors who are exercising the privileges of their certificate and ratings at an aviation maintenance school certificated under Part 147 of this chapter. Therefore, the FAA proposes to allow the use of instructional time also to satisfy currency requirements.

Under the proposed rule, a certificate holder would qualify to maintain currency by serving as an aviation maintenance instructor or by directly supervising other aviation maintenance instructors under his or her certificate or rating. The

instruction concerned would have to be directly related to aviation maintenance and acceptable to the Administrator, so that the time an individual spends providing instruction or directly supervising other instructors is equivalent to the experience gained while performing aviation maintenance tasks. For example, instructional time provided at Part 147 aviation maintenance technician schools or under an approved air carrier maintenance training program would be acceptable and would meet the intent of the proposed rule.

The purpose of currency requirements is to ensure that all aviation maintenance technicians are familiar with current maintenance practices and the applicable FAR. The aviation maintenance instructor must keep abreast of current maintenance practices in a wide variety of disciplines to provide the high quality instruction required. Aviation maintenance instructors perform a critical function in the aviation maintenance education process, and the FAA believes that the adoption of the proposed rule would recognize this importance.

Establishment of Training Requirements for Certificated Aviation Maintenance Technicians Exercising the Privileges of their Certificates for Compensation or Hire

Under current Part 65, there are no specific provisions that require the training of certificated mechanics. Current regulations ensure that certificated aviation maintenance technicians supporting operations under Parts 121, 127, 135, and

145.2(a) are informed fully about procedures, techniques, and new equipment in use through participation in maintenance and preventive maintenance training programs. In an effort to ensure that all aviation maintenance technicians are informed of current maintenance practices in the rapidly changing aviation maintenance environment, the FAA proposes the adoption of refresher training, requalification training, and other training appropriate to the duties of the aviation maintenance technician, for aviation maintenance technicians who use their certificates for compensation or hire and do not participate in the maintenance and preventive maintenance training programs referenced above. This proposal would ensure that all aviation maintenance technicians who exercise the privileges of their certificates for compensation or hire and have the sole responsibility for ensuring the airworthiness of the equipment on which they perform maintenance meet training requirements similar to those currently in place for aviation maintenance technicians supporting operations under Parts 121, 127, 135, and 145.2(a). In addition, this proposal would also ensure that aviation maintenance technicians who support U.S. certificated repair stations that do not have maintenance and preventive maintenance training programs receive comparable training.

Under the proposed rule, an aviation maintenance technician who meets the prescribed work experience requirements and wishes to exercise the privileges of the certificate or rating for compensation or hire would be required to complete refresher

training or other training appropriate to the duties of an aviation maintenance technician.

An aviation maintenance technician refresher course, inspection authorization refresher course, or a series of such courses that are acceptable to the Administrator and consist of a total of not less than 16 hours of instruction within a 24-month period could be used to satisfy the refresher training requirement. The completion of an inspection authorization refresher course by an aviation maintenance technician who does not hold a current inspection authorization would also constitute completion of the mandatory aviation maintenance technician training requirement. Adoption of such a provision would increase the range of training options available to the aviation maintenance technician and would enhance the individual's understanding of the inspection authorization process.

As an alternative to refresher training, an aviation maintenance technician wishing to exercise the privileges of the certificate and ratings for compensation or hire may complete other training appropriate to the duties of an aviation maintenance technician. This training may be broad based and would consist of a course or courses of instruction, acceptable to the Administrator, of not less than 16 hours within a 24-month period. Completion of courses dealing with general maintenance practices or regulations applicable to maintenance operations, for example, would satisfy the intent of this proposed rule.

The FAA recognizes that many certificated aviation maintenance technicians, who support Part 91 operations or other maintenance facilities without maintenance or preventive maintenance training programs in place, receive periodic maintenance training. For example, these aviation maintenance technicians may receive training through aviation training centers or manufacturer's courses. The proposed rule would permit this type of maintenance instruction to be credited toward the hours needed to complete the proposed training requirements, provided the instruction is acceptable to the Administrator.

The training required under this provision, as set forth in proposed § 66.83, encompasses more types of training than the training that may be used to satisfy the provision of the proposed § 66.81. Therefore, compliance with proposed § 66.83 does not automatically authorize the aviation maintenance technician to perform a specific task. Additionally, equipment-specific training is encompassed within the concept of "training appropriate to the duties of an aviation maintenance technician." Equipment-specific training used by the aviation maintenance technician to satisfy the requirements of proposed § 66.81 also may be used to satisfy the proposed currency requirements. For example, an aviation maintenance technician who received maintenance training on a Gulfstream IV aircraft that enabled the aviation maintenance technician to perform work on that specific aircraft may credit the hours of instruction received toward the training required in proposed § 66.83.

An individual who exercises the privileges of the certificate, but not for compensation or hire, would not need to complete these training requirements. Many of the individuals who do not exercise their privileges for compensation or hire perform only limited work on aircraft that they own or on a limited range of aeronautical equipment. In such cases, knowledge of a broad range of current maintenance technologies is not necessarily required. Although the FAA encourages these personnel to attend refresher training, the FAA has determined that a mandatory training requirement for these individuals is not warranted.

The proposal also sets forth a provision that would permit an aviation maintenance technician who has not exercised the privileges of the certificate within the preceding 24 months to exercise the privileges of the certificate including for compensation or hire by completing requalification training acceptable to the Administrator. A specific minimum time for requalification training has not been specified in the proposed regulation in order to provide instructors and examiners with greater flexibility in assisting non-current aviation maintenance technicians to achieve the required proficiency.

An additional change to the current rule would enhance the ability of non-current aviation maintenance technicians to regain the currency required to exercise the privileges of their certificate and ratings. The proposed rule would allow these individuals to credit the time they work under the supervision of

a certificated aviation maintenance technician toward currency requirements.

The holder also may continue to exercise the privileges of the certificate and associated ratings if the Administrator finds that the aviation maintenance technician is competent to exercise those privileges. Passing an oral and practical test with a designated aviation maintenance technician examiner (currently, a designated mechanic examiner (DME)) would satisfy this requirement.

Sections 121.375, 127.137, and 135.433 require that an operator have a training program to ensure that persons performing maintenance or preventive maintenance functions are informed fully about procedures and techniques and new equipment in use. Additionally, § 145.2(a) requires that repair stations performing maintenance for a Part 121 or 127 operator comply with either Part 121, Subpart L (which includes the requirements of § 121.375) or Part 127, Subpart I (which includes the requirements of § 127.137). Compliance with any of these sections meets the intent of the proposed rule. Individuals exercising the privileges of their certificates under the provisions of these sections, therefore, need not comply with the training requirements set forth in the proposed rule.

In addition, an aviation maintenance instructor teaching under an aviation maintenance training program acceptable to the Admininstrator need not comply with these proposed training requirements. As a result of their position as aviation

maintenance instructors, these individuals continually are exposed to current maintenance practices and often disseminate information about new practices, techniques, and equipment to the aviation maintenance community. The intent of the proposed rule would be satisfied because their position requires these individuals to be fully informed about current maintenance practices.

In recognition of enhancements in training technology, the proposed rule also requires successful completion of these courses rather than attendance and successful completion. Therefore, the Administrator may find home study or video courses acceptable for fulfilling the requirements specified in the proposed § 66.83. However, any training should include a substantial review of regulations pertinent to the exercise of the privileges and limitations of the aviation maintenance technician certificate.

This proposal for continued aviation maintenance training addresses concerns such as those expressed in recent proposals to require formal training for all aircraft mechanic applicants. In conjunction with the issuance of a proposed final rule, the FAA will develop policy on the content and conduct of any aviation maintenance technician refresher course, other training appropriate to the duties of the aviation maintenance technician (including equipment-specific training), and requalification training.

Extension of Inspection Authorization Duration

Under the proposed rule, the duration of an inspection authorization would be extended from the current 12 months to 24 months. Extending the duration of the inspection authorization would make the authorization consistent with FAA practices regarding the issuance of other renewable certificates, such as the flight instructor certificate, which is renewed every 24 months. A 24-month renewal cycle would relieve the public of a significant regulatory burden and FAA Flight Standards District Offices of a considerable administrative burden without compromising safety. Modifying the existing training and currency requirements to coincide with the adoption of a 24-month renewal cycle would give holders greater flexibility in meeting regulatory requirements.

Expansion of Inspection Authorization Renewal Options

The proposal would permit the holder of an inspection authorization to use a combination of annual inspections, inspections of major repairs or major alterations, and progressive inspections to satisfy the renewal requirements for the inspection authorization. Such a provision would give the holder of an inspection authorization much greater flexibility in meeting renewal requirements. To better facilitate the combination of these inspections for the purpose of certificate renewal with other inspection periods currently designated in months, the proposal would change the currently specified 90-day periods for inspections to 3-month periods.

The proposed rule would also permit the holder of an inspection authorization to use participation in current inspection programs recommended by the manufacturer or other inspection programs established by the registered owner or operator under § 91.409(f)(3) or (4) to satisfy renewal requirements. Although an inspection authorization is not required by an aviation maintenance technician in order to participate in these inspection programs, the FAA asserts that the experience gained through participation in such inspection programs is commensurate with the experience currently accepted to obtain the inspection authorization renewal. This proposal would benefit holders of an inspection authorization who are employed by operators that maintain aircraft under a current inspection program yet also maintain an insufficient number of aircraft under other annual inspection programs to provide the holder of the inspection authorization with sufficient renewal options under the current rule. The proposed rule would neither change the privileges of the inspection authorization nor compromise safety because the types of aircraft normally maintained under a current inspection program are often more complex than those maintained under an annual inspection program.

Under the current regulation, the holder of an inspection authorization may renew the inspection authorization by attending and successfully completing a refresher course, acceptable to the Administrator, of not less than 8 hours during the 12-month period preceding the application for renewal. Because the

proposal would modify the duration of the inspection authorization to 24 months, it would require that an inspection authorization refresher course or series of courses consisting of a total of not less than 16 hours be taken in the 24 months preceding the application for renewal. The proposed rule would not change the total amount of instruction an applicant is required to complete in the 24-month period preceding the application for renewal.

Section-by-Section Analysis

PART 65

Under the proposal, the title of Part 65 would be amended to reflect the removal of Subparts D (Mechanics) and E (Repairmen) from this part. The proposal would amend the title of Part 65 by revising the title of the part and would specifically list airmen whose certification would continue to be regulated by this part. The title would be changed from "Certification: Airmen Other than Flight Crewmembers" to "Certification: Air-Traffic Control Tower Operators, Aircraft Dispatchers, and Parachute Riggers."

§ 65.1

Section 65.1 currently states that Part 65 is applicable to air traffic control tower operators, aircraft dispatchers, mechanics, repairmen, and parachute riggers. Under the proposal, certification of mechanics and repairmen (aviation maintenance technicians and aviation repair specialists under the proposed

rule) would be regulated by Part 66. The proposal would revise § 65.1 by limiting the applicability of this part to air traffic control tower operators, aircraft dispatchers, and parachute riggers.

§ 65.3

Section 65.3 prescribes the certification requirements for foreign mechanics. Because the proposal would place the certification of all mechanics under Part 66, this section would be removed from Part 65 and reserved. An equivalent section, § 66.3, is proposed for inclusion in Part 66.

§ 65.11

Currently, § 65.11(d)(2) prohibits a person whose repairman or mechanic certificate is revoked from applying for either of those kinds of certificates for 1 year after the date of revocation, unless the order of revocation provides otherwise. Because the proposal would place the certification of all mechanics and repairmen under Part 66, this paragraph would be removed from Part 65; an equivalent paragraph, § 66.11(d), has been proposed for inclusion in Part 66.

Part 65 Subpart D and Subpart E

The proposal would completely remove Subpart D (Mechanics) and Subpart E (Repairmen) from Part 65 and would establish Subpart B (Aviation Maintenance Technicians) and Subpart C (Aviation Repair Specialists) under Part 66. The new subparts would be based upon the subparts originally found in Part 65.

Part 66

Under the proposal, a new Part 66 prescribing the certification requirements solely for aviation maintenance personnel would be created. Part 66 would include Subpart A (General), Subpart B (Aviation Maintenance Technicians), and Subpart C (Aviation Repair Specialists). Subpart A (General) would be based on Part 65, Subpart A and modified to address regulatory concerns applicable to aviation maintenance technicians and aviation repair specialists. The proposal would establish the new part under the title "Certification: Aviation Maintenance Technicians and Aviation Repair Specialists."

§ 66.1

The proposed § 66.1 sets forth the applicability of Part 66. This proposed section is based upon § 65.1 of the current FAR. This section would limit the applicability of this new part to aviation maintenance technicians and aviation repair specialists.

§ 66.3

The proposed § 66.3 prescribes the certification requirements for foreign aviation maintenance technicians. This proposed section is based on § 65.3 of the current FAR. There are no substantive differences between the proposed section and the current § 65.3.

§ 66.11

The proposed § 66.11 prescribes the application and issuance procedures for a certificate and ratings under this part. This proposed section is based on § 65.11 of the current FAR. There are no substantive differences between paragraphs (a) through (c) of the proposed section and the current § 65.11. Paragraph (d) of the proposed rule would not change the substantive provisions of § 65.11 as it applies to aviation maintenance personnel; however, it differs from the current § 65.11 in that it removes provisions that are only applicable to air traffic control operators, aircraft dispatchers, and parachute riggers.

§§ 66.12, 66.13

The proposed §§ 66.12 and 66.13 are based on current §§ 65.12 and 65.13. These sections refer to offenses involving alcohol or drugs and temporary certificates. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

§ 66.15

The proposed § 66.15 is based upon the current § 65.15 and establishes the duration of certificates issued under this part. The proposed rule corrects an earlier omission by including the aviation repair specialist certificate (experimental aircraft builder) among those certificates that are effective until surrendered, suspended, or revoked.

§ 66.16

The proposal would revise current procedures by permitting an airman who has lost a certificate issued under Part 66 to request a facsimile of the certificate from the FAA as confirmation of the certificate's original issuance. The proposal also would allow any request to the FAA to be made by facsimile and would permit the FAA to send directly to the airman a facsimile that may be carried by the airman, for a period not to exceed 60 days, as proof of the original certificate's issuance.

§§ 66.17, 66.18, 66.19, 66.20, 66.21, 66.23

The proposed §§ 66.17, 66.18, 66.19, 66.20, 66.21, and 66.23 are based on current §§ 65.17, 65.18, 65.19, 65.20, 65.21, and 65.23. These sections refer to written test general procedures, cheating or other unauthorized conduct on written tests, retesting after failure, falsification of documents, changes of address, and the refusal to submit to a drug test. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

Part 66 Subpart B

The structure of Part 66, Subpart B, is based upon the current structure of Part 65, Subpart D. Under the proposed rule, the title of Part 66, Subpart B, would become "Aviation Maintenance Technicians."

§ 66.71

The proposed § 66.71 is based upon the current § 65.71 and differs from that section solely in the language of subparagraph (a)(2). The proposal differs from current § 65.71, because in addition to requiring an applicant for an aviation maintenance technician certificate to read, write, speak, and understand the English language, as is currently required, it would require the applicant to demonstrate this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also differs from the current section in that it would eliminate the issuance of certificates to individuals who cannot meet this requirement and who are employed solely outside the United States by a U.S. air carrier.

§ 66.73

The proposed § 66.73 would establish the ratings issued under this subpart. This proposed section is based on current § 65.73. The proposal would revise current paragraph (b), to establish the equivalency of the current mechanic certificate and the proposed aviation maintenance technician certificate. The proposal also provides for the exchange of corresponding certificates and ratings.

§ 66.75

The proposed § 66.75 would establish the knowledge requirements for certificates and ratings issued under this part.

This proposed section is based on current § 65.75. The proposed revisions to the current knowledge requirements encompass the current requirement that the applicant be tested in the applicable provisions of Parts 43 and 91 of this chapter and also expand the knowledge required of an applicant by requiring the applicant to pass a written test that includes material on all applicable provisions of this chapter.

To clarify the existing language of § 65.75, the proposed revisions would require the applicant to pass all sections of the written test (as opposed to each section) before applying for the oral and practical tests for the certificate or rating sought.

Because of the increased use of computer-based testing, the proposal would require a report of the written test to be made available to the applicant upon completion of the test. The current section requires the FAA to send the applicant a report.

§ 66.77

The proposed § 66.77 would establish the experience requirements for certificates and ratings issued under this part. This proposed section is based on current § 65.77. The proposed revisions to the current experience requirements would result in experience requirements being specified in hours instead of months. All proposed experience requirements are approximate equivalents of the current full-time experience requirements.

§ 66.79

The proposed § 66.79 would establish the competency requirements for applicants attempting to obtain a certificate or rating under this part. This proposed section is based on current § 65.79. The proposed revisions to the current section establish a basic competency requirement for an aviation maintenance technician by requiring the applicant to demonstrate competency in performing tasks appropriate to the rating sought. The proposal would also clarify the existing regulation to ensure that an applicant passes both an oral and a practical test appropriate to the rating sought.

§ 66.80

The proposed § 66.80 prescribes specific requirements for the testing of certified aviation maintenance technician school students. This proposed section is based on current § 65.80 with no substantive differences.

§ 66.81

The proposed § 66.81, based on current § 65.81, would define the privileges and limitations of a certificate holder under this part. The proposed revision to the current privileges and limitations of certificate holders would clarify and expand the manner in which an aviation maintenance technician may become qualified to supervise the maintenance, preventive maintenance, or alteration of any aircraft, or approve and return to service any aircraft or appliance, or part thereof, for which that person

is rated. The proposal would provide the holder of an aviation maintenance technician certificate with additional means to qualify for the exercise of these privileges. In addition to the means specified in the current § 65.81, the holder may exercise the privileges mentioned above if the aviation maintenance technician has received the equipment-specific training or has performed the work under the direct supervision of a certificated and appropriately rated aviation maintenance technician or certificated aviation repair specialist who has also received equipment-specific training.

Additionally, the proposal would clarify § 65.81 by permitting the holder of an aviation maintenance technician certificate to exercise the privileges of the certificate and ratings by demonstrating the ability to perform the work to the satisfaction of the Administrator. The current regulation requires actual performance of the work.

The proposed regulation would require that the work recognized under proposed § 66.81 be performed after the individual has been certificated as an aviation maintenance technician. Work performed while an individual is in training for certification as an aviation maintenance technician may not necessarily be of the same quality required for the return to service of an article, and therefore would not be credited toward satisfying the requirements specified in § 66.81.

The proposal also would require that a certificated aviation maintenance technician understand all current maintenance

instructions (as opposed to maintenance manuals) for the specific operation concerned in order to exercise the privileges of the certificate and rating.

§ 66.83

The proposed § 66.83 would prescribe the specific currency requirements for aviation maintenance technicians. This proposed section is based on current § 65.83, Recent experience requirements. The proposal would provide the holder of an aviation maintenance technician certificate with additional means to maintain the currency required to exercise the privileges of the certificate and ratings. In addition to the means currently specified in § 65.83(a), the proposal would allow the aviation maintenance technician to maintain the currency required to exercise the privileges of the certificate, if the person served as an aviation maintenance instructor under an aviation maintenance training program acceptable to the Administrator, directly supervised other aviation maintenance instructors, who are serving under an aviation maintenance training program acceptable to the Administrator, or served under the supervision of a certificated aviation maintenance technician. The proposal also would allow the use of any combination of the proposed and current methods to maintain currency.

The proposal would create a new subparagraph that would require the successful completion of refresher training or training appropriate to the duties of an aviation maintenance technician if the individual desires to exercise the privileges

of the certificate or ratings for compensation or hire. The refresher training may consist of an aviation maintenance technician refresher course, an inspection authorization course, or a series of courses, acceptable to the Administrator, of not less than 16 hours of instruction. Training appropriate to the work to be performed must also be acceptable to the Administrator and consist of not less than 16 hours of instruction.

The proposal would not require all aviation maintenance technicians to complete the new training requirements. An aviation maintenance technician, who within the preceding 24 months exercised the privileges of the certificate and ratings for a certificate holder authorized to operate under the provisions of Parts 121, 127, 135, or for a U.S.-certificated repair station that performed work in accordance with § 145.2(a) or conducted a maintenance and preventive maintenance training program, would not be subject to the proposed training requirements. Additionally, aviation maintenance instructors teaching under an aviation maintenance training program that is acceptable to the Administrator need not complete the proposed training requirements.

The proposal sets forth an additional provision that would permit the aviation maintenance technician to exercise the privileges of the certificate for compensation or hire if the certificate holder successfully completes a requalification course acceptable to the Administrator.

The proposed revision to the current regulation would change the 6-month currency requirement to be specified in hours instead of months. The 1,000 hours of experience specified in the proposal approximately equal the current 6-month full-time experience requirement.

§§ 66.85, 66.87, 66.89, 66.91

The proposed §§ 66.85, 66.87, 66.89, and 66.91 are based on current §§ 65.85, 65.87, 65.89, and 65.91, respectively. These sections refer to the additional privileges of the airframe rating, the powerplant rating, the display of certificates, and the inspection authorization, respectively. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

§ 66.92

The proposed § 66.92 prescribes the duration of an inspection authorization. This proposed section is based on § 65.92 of the current FAR. There is one substantive difference between the proposed section and the current § 65.92. Under the proposal, the expiration date of the inspection authorization would be extended to March 31 of the second year after its issuance. Under the current regulation, the inspection authorization expires on March 31 of each year.

§ 66.93

The proposed § 66.93 prescribes the renewal procedures for an inspection authorization and is based on current § 65.93. The

proposed section would extend the inspection authorization renewal requirement to every 2 years so that it would correspond to the extension of the inspection authorization as proposed in § 66.92 above.

The proposal would permit the holder of an inspection authorization to use a combination of annual inspections, inspections of major repairs or major alterations, and progressive inspections to satisfy the renewal requirements for the inspection authorization. Participation in current inspection programs recommended by the manufacturer or other inspection programs established by the registered owner or operator under § 91.409(f)(3) or (4) now also may be used to satisfy renewal requirements. To better facilitate the combination of these inspections, the proposal would change the currently specified 90-day period to a 3-month period.

Under the current regulation, the holder of an inspection authorization may renew the authorization by attending and successfully completing a refresher course of not less than 8 hours, acceptable to the Administrator, during the 12-month period preceding the application for renewal. Because the proposal would change the duration of the inspection authorization to 24 months, the proposal would require that an inspection authorization refresher course or series of courses consisting of a total of not less than 16 hours be taken in the 24 months preceding the application for renewal. The proposed rule does not change the total amount of instruction the

applicant must complete in the 24-month period preceding the application for renewal. The proposed rule also differs from the current regulation in that it only requires successful completion (as opposed to attendance and successful completion) of an inspection authorization refresher course. The proposal recognizes recent developments in instructional techniques and permits instruction methods, acceptable to the Administrator, that may differ from the standard classroom or lecture format.

§ 66.95

The proposed § 66.95 prescribes the privileges and limitations of an inspection authorization and is based on current § 65.95 with no substantive differences.

Part 66 Subpart C

The structure of Part 66, Subpart C, is based upon the current structure of Part 65, Subpart D. Under the proposed rule, the title of Part 66, Subpart C, would become "Aviation Repair Specialists."

§ 66.101

The proposed § 66.101 would prescribe the general eligibility requirements for the aviation repair specialist certificate. This proposed section is based on current § 65.101. The proposal would specify the current 18-month experience requirement in hours instead of months. The 3,000 hours of experience specified in the proposal approximately equal the current full-time 18-month experience requirement.

The proposal differs from the current § 65.101 in the language of paragraph (a)(6). The proposal would not only require an applicant for an aviation repair specialist certificate to read, write, speak, and understand the English language, as is currently required, but also would require the applicant to demonstrate this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also differs from the current section in that it would eliminate the issuance of certificates to individuals who cannot meet this requirement and who are employed solely outside the United States by a certificated U.S. repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier. The language in this portion of the proposed rule corresponds with the language proposed in § 66.71(a)(2), which similarly amends the eligibility requirements for the aviation maintenance technician certificate.

The proposal adds to this section paragraph (c), which establishes the equivalency of the current repairman certificate and the proposed aviation repair specialist certificate. The proposal also provides for the exchange of corresponding certificates and ratings.

<u>§ 66.103, 66.104, 66.105</u>

The proposed §§ 66.103, 66.104, and 66.105 are based on current §§ 65.103, 65.104, and 66.105, respectively. These sections refer to aviation repair specialist certificate privileges and limitations, the experimental aircraft builder

privileges and limitations, and the display of certificates, respectively. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

Paperwork Reduction Act

Information collection requirements in the proposed amendment to Part 65 and in the new Part 66 have previously been approved by the Office of Management and Budget (OMB) under provisions of the Paperwork Reduction Act of 1990 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-

Regulatory Evaluation Summary

TO BE PROVIDED LATER.

International Trade Impact Analysis

TO BE PROVIDED LATER.

Regulatory Flexibility Determination

TO BE PROVIDED LATER.

Federalism Implications

The regulation proposed herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient

federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this proposed regulation is not major under Executive Order 12291. In addition, the FAA certifies that this proposal, if adopted, would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This proposal is considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. A draft regulatory evaluation of the proposal, including an initial Regulatory Flexibility Determination and International Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under "FOR FURTHER INFORMATION CONTACT."

List of Subjects

14 CFR Part 65

Air safety, Air transportation, Aircraft, Airmen, Aviation safety, Drug abuse, Narcotics, Parachutes, Transportation.

14 CFR Part 66

Air safety, Air transportation, Aircraft, Airmen, Aviation safety, Drug abuse, Narcotics, Transportation.

THE PROPOSED AMENDMENT

In consideration of the foregoing, the Federal Aviation Administration proposes to amend part 65 of the Federal Aviation Regulations (14 CFR part 65) and to add part 66 (14 CFR part 66) to read as follows:

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

1. The authority citation for part 65 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1355, 1421, 1422, and 1427; 49 U.S.C.106(g) (Revised 56 FR 27163, 56 FR 65653).

2. The title of part 65 is revised to read as follows:

PART 65—CERTIFICATION: AIR TRAFFIC CONTROL TOWER OPERATORS, AIRCRAFT DISPATCHERS, AND PARACHUTE RIGGERS

3. Section 65.1 is amended by removing paragraphs (c) and (d) and redesignating paragraph (e) as paragraph (c) to read as follows:

§ 65.1 Applicability.

* * * * *

(a) * * *

(b) * * *

(c) Parachute riggers.

4. Section 65.3 is removed and reserved.

§ 65.3 [Reserved]

5. Section 65.11 is amended by revising paragraphs (c) and (d) to read as follows:

§ 65.11 Application and issue.

* * * * *

(c) Unless authorized by the Administrator, a person whose air traffic control tower operator or parachute rigger certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(d) Unless the order of revocation provides otherwise, a person whose air traffic control tower operator, aircraft dispatcher, or parachute rigger certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation.

6. Section 65.15 is amended by revising paragraph (a), removing paragraph (b), and redesignating paragraph (c) as paragraph (b) to read as follows:

§ 65.15 Duration of certificates.

(a) A certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.

* * * * *

7. Part 65, subpart D, is removed and reserved.

Subpart D [Reserved]

8. Part 65, subpart E, is removed and reserved.

Subpart E [Reserved]

9. Part 66 is added to read as follows:

PART 66—CERTIFICATION: AVIATION MAINTENANCE TECHNICIANS AND AVIATION REPAIR SPECIALISTS

Subpart A—General

Sec.

66.1 Applicability.

66.3 Certification of foreign aviation maintenance technicians.

66.11 Application and issue.

66.12 Offenses involving alcohol or drugs.

66.13 Temporary certificate.

66.15 Duration of certificates.

66.16 Change of name: Replacement of lost or destroyed certificate.

66.17 Tests: General procedure.

66.18 Written tests: Cheating or other unauthorized conduct.

66.19 Retesting after failure.

66.20 Applications, certificates, logbooks, reports and records: Falsification, reproduction, or alteration.

66.21 Change of address.

66.23 Refusal to submit to a drug test.

Subpart B—Aviation Maintenance Technicians

Sec.

66.71 Eligibility requirements: General.

66.73 Ratings.

66.75 Knowledge requirements.

66.77 Experience requirements.

66.79 Competency requirements.

66.80 Certificated aviation maintenance technician school students.

66.81 General privileges and limitations.

66.83 Currency requirements.

66.85 Airframe rating; additional privileges.

66.87 Powerplant rating; additional privileges.

66.89 Display of certificate.

66.91 Inspection authorization.

66.92 Inspection authorization: Duration.

66.93 Inspection authorization: Renewal.

66.95 Inspection authorization: Privileges and limitations

Subpart C—Aviation Repair Specialists

66.101 Eligibility requirements: General.

66.103 Aviation repair specialist certificate: Privileges and limitations.

66.104 Aviation repair specialist certificate—experimental aircraft builder—Eligibility, privileges and limitations.

66.105 Display of certificate.

Authority: 49 U.S.C. App. 1354(a), 1355, 1421, 1422, and 1427; 49 U.S.C.106(g) (Revised 56 FR 27163, 56 FR 65653).

Subpart A—General

§ 66.1 Applicability.

(a) This part prescribes the requirements for issuing the following certificates and associated ratings and the general operating rules for the holders of those certificates and ratings:

(1) Aviation Maintenance Technicians.

(2) Aviation Repair Specialists.

§ 66.3 Certification of foreign aviation maintenance technicians.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under subpart B of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

§ 66.11 Application and issue.

(a) Application for a certificate and rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Each person who is neither a U.S. citizen nor a resident alien and who applies for a written or practical test to be administered outside the United States or for any certificate or rating issued under this part must show evidence that the fee prescribed in Appendix A of part 187 of this chapter has been paid.

(b) An applicant who meets the requirements of this part is entitled to an appropriate certificate and rating.

(c) Unless authorized by the Administrator, a person whose aviation maintenance technician certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(d) Unless the order of revocation provides otherwise, a person whose aviation maintenance technician or aviation repair specialist certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

§ 66.12 Offenses involving alcohol or drugs.

(a) A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by § 91.19(a) of this chapter is grounds for—

(1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

§ 66.13 Temporary certificate.

A certificate and ratings effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his or her application and supplementary documents and the issue of the certificate and ratings for which the applicant applied.

§ 66.15 Duration of certificates.

(a) An aviation maintenance technician certificate, an aviation repair specialist certificate issued to an experimental aircraft builder, or any rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) Unless it is sooner surrendered, suspended, or revoked, an aviation repair specialist certificate issued to an individual other than an experimental aircraft builder is effective until the holder is relieved from the duties for which the holder was employed and certificated.

(c) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.

§ 66.16 Change of name: Replacement of lost or destroyed certificate.

(a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

(b) An application for a replacement of a lost or destroyed certificate is made by letter to the Department of

Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, Oklahoma 73125. The letter must—

(1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), and date and place of birth of the certificate holder and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and

(2) Be accompanied by a check or money order for $2, payable to the Federal Aviation Administration.

(c) A person whose certificate issued under this part has been lost may obtain a telegram or facsimile from the FAA confirming that it was issued. The telegram or facsimile may be carried as a certificate for a period not to exceed 60 days pending the receipt of a duplicate certificate under paragraph (b) of this section, unless the airman has been notified that the certificate has been suspended or revoked. The request for such a telegram or facsimile may be made by prepaid telegram or facsimile, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic or facsimile certificate should be sent to the office prescribed in paragraph (b) of this section.

§ 66.17 Tests: General procedure.

(a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.

(b) The minimum passing grade for each test is 70 percent.

§ 66.18 Written tests: Cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may—

(1) Copy, or intentionally remove, a written test under this part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

(6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 66.19 Retesting after failure.

An applicant for a written, oral, or practical test for a certificate and rating, or for an additional rating under this part, may apply for retesting—

(a) After 30 days after the date the applicant failed the test; or

(b) Before the 30 days have expired if the applicant presents a signed statement from an airman holding the certificate and rating sought by the applicant, certifying that the airman has given the applicant additional instruction in each of the subjects failed and that the airman considers the applicant ready for retesting.

§ 66.20 Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration.

(a) No person may make or cause to be made—

(1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;

(3) Any reproduction, for fraudulent purpose, of any certificate or rating under this part; or

(4) Any alteration of any certificate or rating under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman certificate or rating held by that person.

§ 66.21 Change of address.

Within 30 days after any change of permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation

Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of the new address.

§ 66.23 Refusal to submit to a drug test.

(a) This section applies to—

(1) An employee who performs a function listed in Appendix I to part 121 of this chapter for a part 121 certificate holder or a part 135 certificate holder;

(2) An employee who performs a function listed in Appendix I to part 121 of this chapter for an operator as defined in § 135.1(c) of this chapter. An employee of a person conducting operations of foreign civil aircraft navigated within the United States pursuant to part 375 or emergency mail service operations pursuant to section 405(h) of the Federal Aviation Act of 1958 is excluded from the requirements of this section.

(b) Refusal by the holder of a certificate issued under this part to take a test for a drug specified in Appendix I to part 121 of this chapter, when requested by an employer as defined in that appendix or an operator as defined in § 135.1(c) of this chapter, under the circumstances specified in that appendix is grounds for—

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of that refusal; and

(2) Suspension or revocation of any certificate or rating issued under this part.

Subpart B—Aviation Maintenance Technicians

§ 66.71 Eligibility requirements: General.

(a) To be eligible for an aviation maintenance technician certificate and associated ratings, a person must—

(1) Be at least 18 years of age;

(2) Demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;

(3) Have passed all of the prescribed tests within a period of 24 months; and

(4) Comply with the sections of this subpart that apply to the rating the applicant seeks.

(b) A certificated aviation maintenance technician who applies for an additional rating must meet the requirements of § 66.77 and, within a period of 24 months, pass the tests prescribed by §§ 66.75 and 66.79 for the additional rating sought.

§ 66.73 Ratings.

(a) The following ratings are issued under this subpart:

(1) Airframe.

(2) Powerplant.

(b) A mechanic certificate with an aircraft or aircraft engine rating or both, or with an airframe or powerplant rating or both, that was issued before, and was valid on, [effective date], is equal to an aviation maintenance technician certificate with an airframe or powerplant rating, or both, as the case may

be, and may be exchanged for such a corresponding certificate and rating or ratings.

§ 66.75 Knowledge requirements.

(a) Each applicant for an aviation maintenance technician certificate or rating must, after meeting the applicable requirements of § 66.77, pass a written test covering the construction and maintenance of aircraft appropriate to the rating sought, the regulations in this subpart, and the applicable provisions of this chapter. The basic principles covering the installation and maintenance of propellers are included in the powerplant test.

(b) The applicant must pass all sections of the written test before applying for the oral and practical tests prescribed by § 66.79. A report of the written test will be made available to the applicant.

§ 66.77 Experience requirements.

Each applicant for an aviation maintenance technician certificate or rating must present either an appropriate graduation certificate or a certificate of completion from a certificated aviation maintenance technician school or documentary evidence, acceptable to the Administrator, of—

(a) At least 3,000 hours of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or

(b) At least 5,000 hours of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

§ 66.79 Competency requirements.

Each applicant for an aviation maintenance technician certificate or rating must demonstrate competency in performing tasks appropriate to the rating sought by passing both an oral and a practical test. These tests will be based upon the subjects covered by the written test for that rating. An applicant for a powerplant rating must show the ability to make satisfactory minor repairs to, and minor alterations of, propellers.

§ 66.80 Certificated aviation maintenance technician school students.

Whenever an aviation maintenance technician school certificated under part 147 of this chapter demonstrates to an FAA inspector that one of its students has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 66.79, that student may take those tests during the final subjects of that student's training in the approved curriculum before meeting the applicable experience requirements of § 66.77 and before passing each section of the written test prescribed by § 66.75.

§ 66.81 General privileges and limitations.

(a) A certificated aviation maintenance technician may perform or supervise the maintenance, preventive maintenance, or alteration of an aircraft or appliance, or a part thereof, for

which that person is rated (excluding major repairs to, and major alterations of propellers and any repair to, or alteration of, instruments) and may perform additional duties in accordance with §§ 66.85, 66.87, and 66.95.

(b) A certificated aviation maintenance technician may supervise the maintenance, preventive maintenance or alteration of, or approve and return to service, any aircraft or appliance, or part thereof, for which that person is rated, provided the aviation maintenance technician has:

(1) Satisfactorily performed the work concerned at an earlier date; or

(2) Demonstrated the ability to perform the work to the satisfaction of the Administrator; or

(3) Received training acceptable to the Administrator on the specific equipment on which the work is to be performed; or

(4) Performed the work while working under the direct supervision of a certificated and appropriately rated aviation maintenance technician or certificated aviation repair specialist, who has:

(i) Had previous experience in the specific operation concerned; or

(ii) Received training acceptable to the Administrator on the specific equipment on which the work is to be performed.

(c) A certificated aviation maintenance technician may not exercise the privileges of the certificate and rating unless the aviation maintenance technician understands the current instructions of the manufacturer and the maintenance instructions for the specific operation concerned.

§ 66.83 Currency requirements.

(a) Except as provided in paragraphs (b), (c), and (d) of this section, a certificated aviation maintenance technician may not exercise the privileges of the certificate and rating unless, within the preceding 24 months—

(1) The aviation maintenance technician has for at least 1,000 hours:

(i) Served as an aviation maintenance technician under his or her certificate and rating; or

(ii) Served under the supervision of a certificated aviation maintenance technician; or

(iii) Technically supervised other aviation maintenance technicians; or

(iv) Served as an aviation maintenance instructor under an aviation maintenance training program acceptable to the Administrator; or

(v) Directly supervised other aviation maintenance instructors, who are serving under an aviation maintenance training program acceptable to the Administrator; or

(vi) Supervised, in an executive capacity, the maintenance or alteration of aircraft; or

(vii) Been engaged in any combination of (i) through (vi) of this subparagraph; and

(2) Successfully completed:

(i) An aviation maintenance technician refresher course, inspection authorization refresher course, or a series of such courses, acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction; or

(ii) A course or courses of instruction, appropriate to the duties of an aviation maintenance technician and acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction;

(b) A certificated aviation maintenance technician who has not met the requirements of paragraph (a) may exercise the privileges of the certificate and rating including for compensation or hire if, within the preceding 24 months the aviation maintenance technician has—

(1) Successfully completed a requalification course acceptable to the Administrator; or

(2) The Administrator has found that the aviation maintenance technician is competent to exercise the privileges of the certificate and rating.

(c) A certificated aviation maintenance technician who has not completed the training specified in subparagraph (a)(2) of this section but has otherwise met the requirements of subparagraph (a)(1) of this section may exercise the privileges of the certificate and rating but not for compensation or hire.

(d) Paragraph (a)(2) does not apply to an aviation maintenance technician who within the preceding 24 months exercised the privileges of the certificate and ratings—

(1) for a certificate holder authorized to operate under the provisions of parts 121, 127, or 135 of this chapter; or

(2) for a U.S.-certificated repair station that performs work in accordance with § 145.2(a), or for a U.S.-certificated repair station that conducts a maintenance and preventive maintenance training program; or

(3) as an aviation maintenance instructor for an aviation maintenance training program acceptable to the Administrator.

§ 66.85 Airframe rating; additional privileges.

A certificated aviation maintenance technician with an airframe rating may approve and return to service an airframe, or any related part or appliance, after the aviation maintenance technician has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, the aviation maintenance technician may perform the 100-hour inspection required by part 91 of this chapter on an airframe, or any related part or appliance, and approve and return it to service.

§ 66.87 Powerplant rating; additional privileges.

A certificated aviation maintenance technician with a powerplant rating may approve and return to service a powerplant or propeller or any related part or appliance, after the aviation maintenance technician has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, the aviation maintenance technician may perform the 100-hour inspection required by part 91 of this chapter on a powerplant or propeller, or any part thereof, and approve and return it to service.

§ 66.89 Display of certificate.

Each person who holds an aviation maintenance technician certificate shall keep it within the immediate area where the aviation maintenance technician normally exercises the privileges of the certificate and shall present it for inspection upon the

request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

§ 66.91 Inspection authorization.

(a) An application for an inspection authorization is made on a form and in a manner prescribed by the Administrator.

(b) An applicant who meets the requirements of this section is entitled to an inspection authorization.

(c) To be eligible for an inspection authorization, an applicant must—

(1) Hold a currently effective aviation maintenance technician certificate with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;

(2) Have been actively engaged, for at least the 2-year period before the date of application, in maintaining aircraft certificated and maintained in accordance with this chapter;

(3) Have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but it need not be the place where the applicant will exercise inspection authority;

(4) Have available the equipment, facilities, and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance; and

(5) Pass a written test demonstrating the ability to inspect according to safety standards for returning aircraft to service after major repairs, major alterations, annual

inspections, and progressive inspections performed under part 43 of this chapter.

(d) An applicant who fails the test prescribed in subparagraph (c)(5) of this section may not apply for retesting until at least 90 days after the date of the test.

§ 66.92 Inspection authorization: Duration.

(a) Each inspection authorization expires on March 31 of the second year after its issuance. However, the holder may exercise the privileges of that authorization only while holding a currently effective aviation maintenance technician certificate with both a currently effective airframe rating and a currently effective powerplant rating.

(b) An inspection authorization ceases to be effective whenever any of the following occurs:

(1) The authorization is surrendered, suspended, or revoked.

(2) The holder no longer has a fixed base of operation.

(3) The holder no longer has the equipment, facilities, and inspection data required by § 66.91(c)(3) and (4) for issuance of the authorization.

(c) The holder of an inspection authorization that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

§ 66.93 Inspection authorization: Renewal.

(a) To be eligible for renewal of an inspection authorization for a 2-year period, an applicant must present biennially, during the month of March, at an FAA Flight Standards

District Office or an International Field Office, evidence that the applicant still meets the requirements of § 66.91(c)(1) through (4) and must show that, during the current period that the applicant held the inspection authorization, the applicant—

(1) Has performed at least one annual inspection for each 3 months that the applicant held the current authority; or

(2) Has performed inspections of at least two major repairs or major alterations for each 3 months that the applicant held the current authority; or

(3) Has performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator for each 12 months that the applicant held the current authority; or

(4) Has maintained an aircraft pursuant to an inspection program specified under § 91.409(f)(3) or (4) during each month that the applicant held the current authority; or

(5) Has performed any combination of (a)(1) through (4); or

(6) Has successfully completed an inspection authorization refresher course or series of courses, acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction during the 24-month period preceding the application for renewal; or

(7) Has passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect for less than 90 days before the expiration date need not comply with subparagraphs (a)(1) through (7) of this section.

§ 66.95 Inspection authorization: Privileges and limitations.

(a) The holder of an inspection authorization may—

(1) Inspect and approve for return to service any aircraft or related part or appliance (except any aircraft maintained in accordance with a continuous airworthiness program under part 121 or part 127 of this chapter) after a major repair or major alteration to it in accordance with part 43 of this chapter, if the work was done in accordance with technical data approved by the Administrator; and

(2) Perform an annual, or perform or supervise a progressive inspection according to §§ 43.13 and 43.15 of this chapter.

(b) When exercising the privileges of an inspection authorization, the holder shall keep it available for inspection by the aircraft owner and the aviation maintenance technician submitting the aircraft, repair, or alteration for approval (if any), and shall present it upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

(c) If the holder of an inspection authorization changes his or her fixed base of operation, the holder may not exercise the privileges of the authorization until he or she has notified the FAA Flight Standards District Office or International Field Office for the area in which the new base is located, in writing, of the change.

Subpart C—Aviation Repair Specialists

§ 66.101 Eligibility requirements: General.

(a) Except as provided in paragraph (b) of this section, to be eligible for an aviation repair specialist certificate a person must—

(1) Be at least 18 years of age;

(2) Be specially qualified to perform maintenance on aircraft, or components thereof, appropriate to the job for which that person is employed;

(3) Be employed for a specific job, requiring those special qualifications, by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;

(4) Be recommended for certification by his or her employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the person is employed;

(5) Have either—

(i) At least 3000 hours of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or

(ii) Completed formal training that is acceptable to the Administrator and is specifically designed to qualify the

applicant for the job in which the applicant is to be employed; and

(6) Demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements.

(b) This section does not apply to the issuance of aviation repair specialist certificates (experimental aircraft builder) under § 66.104.

(c) A valid repairman certificate is equal to an aviation repair specialist certificate and may be exchanged for such a corresponding certificate.

§ 66.103 Aviation repair specialist certificate: Privileges and limitations.

(a) A certificated aviation repair specialist may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the aviation repair specialist was employed and certificated but only in connection with duties for the certificate holder by whom the aviation repair specialist was employed and recommended.

(b) A certificated aviation repair specialist may not perform or supervise duties under the aviation repair specialist certificate unless the individual understands the current instructions of the certificate holder by whom the aviation repair specialist is employed and the manufacturer's instructions for continued airworthiness relating to the specific operations concerned.

§ 66.104 Aviation repair specialist certificate—experimental aircraft builder—Eligibility, privileges and limitations.

(a) To be eligible for an aviation repair specialist certificate (experimental aircraft builder), an individual must—

(1) Be at least 18 years of age;

(2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;

(3) Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and

(4) Be a citizen of the United States or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.

(b) The holder of an aviation repair specialist certificate (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.

(c) Section 66.103 does not apply to the holder of an aviation repair specialist certificate (experimental aircraft builder) while performing under that certificate.

§ 66.105 Display of certificate.

Each person who holds an aviation repair specialist certificate shall keep it within the immediate area where the individual normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National

Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

Issued in Washington, DC, on

U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

DRAFT

FEB 05 1996

Subject: APPROVAL OF AVIATION MAINTENANCE TECHNICIAN (TRANSPORT) TRAINING PROGRAM PROVIDERS

Date: xx/xx/96
Initiated by: AFS-300

AC No: 66-XX
Change:

1. PURPOSE. This advisory circular (AC) provides guidance to assist persons in obtaining Federal Aviation Administration (FAA) approval as aviation maintenance technician (transport) (AMT(T)) training program providers.

2. RELATED FEDERAL AVIATION REGULATIONS (FAR).

a. FAR Part 1, Definitions and Abbreviations.

b. FAR Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

c. FAR Part 66, Certification: Aviation Maintenance Personnel.

d. FAR Part 91, General Operating and Flight Rules.

e. FAR Part 121, Operating Requirements: Domestic, Flag, and Supplemental Operations.

f. FAR Part 135, Operating requirements: Commuter and On-Demand Operations.

g. FAR Part 145, Repair Stations.

h. FAR Part 147, Aviation Maintenance Technician Schools.

3. RELATED READING MATERIAL.

a. Advisory Circular 66-XX, Part 66, The New Certification Requirements for Aviation Maintenance Personnel.

b. Advisory Circular 147-3, Certification and Operation of Aviation Maintenance Technician Schools.

4. BACKGROUND.

a. In *XXXX, 199X*, the FAA significantly revised the certification requirements for aviation maintenance personnel. The FAA concluded that previous certification requirements did

not provide aviation maintenance personnel with the entry-level experience and skills necessary for performing work on transport category aircraft that employ new technology. To ensure that aviation maintenance personnel receive the preparation and training necessary to meet the higher levels of proficiency that the aviation maintenance industry demands, the FAA created the AMT(T) certificate.

b. An AMT(T) certificate holder may approve for return to service transport category aircraft certificated under part 25 or part 29 after the performance of any work for which an inspection authorization is not required. To ensure that the AMT(T) certificate holder possesses the necessary knowledge and skill to approve these aircraft for return to service, an applicant for this certificate must complete a training program that provides instruction in the systems and procedures that are important to the maintenance of transport category aircraft.

c. Section 66.107 specifies that an applicant for an AMT(T) certificate must complete either an AMT(T) training program administered by an approved AMT(T) training program provider that meets the requirements of appendix A to part 66, or a training program approved under: part 121, subpart L; part 135, subpart J; or part 147 that meets the requirements of paragraph (d) of appendix A to part 66.

5. DISCUSSION.

a. AMT(T) Training Program Provider. An AMT(T) training program provider is an institution, air carrier, or other organization that provides the training specified in appendix A to part 66 that is necessary for the issuance of an AMT(T) certificate.

b. FAA Approval.

(1) An institution, air carrier, or other organization that intends to provide the training necessary for the issuance of an AMT(T) certificate must obtain approval from the FAA. Section 66.119 specifies that an applicant seeking approval as an AMT(T) training program provider must submit a letter to the Administrator requesting approval, and must and comply with the requirements of appendix A to part 66. However, if the applicant is a certificate holder under part 121, part 135, or part 147, or a repair station that performs maintenance, preventive maintenance, or alterations under § 145.2(a), the applicant must submit a letter requesting approval and comply with the requirements of paragraph (d) of appendix A.

(2) The basic requirements for approval of AMT(T) training program providers are very similar to those specified for the approval of training courses that result in the issuance of airman certificates. The approval process for AMT(T) training program providers differs most significantly from the approval process for training courses leading to certification of other airmen in that FAA approval is given to the AMT(T) training program provider and not specifically to the AMT(T) training curriculum. By approving the training program provider, as opposed to the training program itself, the training program provider is given the necessary flexibility to rapidly modify the curriculum of the training program to respond to advances in aviation maintenance technology, while continuing to ensure that acceptable standards of training are met. Approval as an AMT(T) training program provider permits the training program provider to furnish the training necessary to satisfy the training requirements for the AMT(T) certificate.

(3) FAA certification is required for an aviation maintenance technician school (AMTS) that provides the training necessary for the AMT certificate; however, an AMTS may also be an approved AMT(T) training program provider. An AMTS that is also an approved training program provider may integrate the course curriculum for the AMT certificate and the AMT(T) certificate. In certain instances, training in a certain subject taught in a combined curriculum may concurrently satisfy the training requirements for the both the AMT certificate and the AMT(T) certificate.

(4) Although the minimum standards for AMT(T) training program providers are established in part 66, training program providers are encouraged to exceed the FAA minimum standards for their curriculum, and the facilities, materials, and equipment used to conduct the training program. If an AMT(T) training program provider decides to exceed the minimum standards specified, it must provide the FAA with notice of this revision to its training program.

(5) An AMT(T) training program may be one part of a school's complete educational program. The requirements for approval as an AMT(T) training program provider should not be applied to training that is outside the scope of the AMT(T) training program curriculum.

(6) Part 66 does not make any provision for the certification or surveillance of approved AMT(T) training program providers located outside the United States. The FAA, therefore, does not grant approval to AMT(T) training program providers located outside the United States. Additionally, an approved

AMT(T) training program provider is not permitted to operate a satellite facility either within or outside the United States.

c. Duration of Approval. An AMT(T) training program provider, other than a certificate holder under part 121, part 135, or part 147, or a repair station that performs work under § 145.2(a), may retain approval for 24 months. Because the training programs of these certificate holders are routinely surveilled, an AMT(T) training program provider that is also a certificate holder under any of these parts retains approval for the duration of the certificate. Approval may be canceled at any time by the FAA, or voluntarily by the training program provider. Approval is also terminated upon any change of ownership of the AMT(T) training program provider.

d. Advertising and Display of Approval. An institution, organization, or certificate holder providing training in subjects applicable to the AMT(T) certificate may only refer to itself as an "approved AMT(T) training program provider" or the equivalent if it has been approved by the FAA to provide training leading to the AMT(T) certificate. An AMT(T) training program provider must clearly distinguish those courses that are part of its curriculum leading to the AMT(T) certificate from those courses that are not part of that curriculum. An approved AMT(T) training program provider is not required to display its approval.

e. Training Required.

(1) The training provided to obtain the AMT(T) certificate consists of 573 hours of training in the six broad subject areas of advanced electronics, composites, structural repairs, powerplants and systems, safety and environmental concerns, and publications. The specific subjects in which instruction should be provided and the amount of instruction that should be provided in each subject are listed in appendix 1 to this AC.

(2) All training should ensure that students seeking an AMT(T) certificate obtain knowledge of the general principles applicable to each subject taught. Students should possess sufficient knowledge to perform those tasks necessary to approve an item for return to service, after the performance of work related to the subject that is taught. Students need not demonstrate this capability through the performance of actual tasks related to each subject taught. Upon completion of instruction in a subject, students must be capable of applying the knowledge gained to the completion of practical tasks.

(3) Training received from an approved AMT(T) training program provider or other training that has been evaluated by an AMT(T) training program provider may be credited toward the requirements for the award of that certificate. Training received from a provider prior to it receiving FAA approval may not be credited toward AMT(T) certification requirements.

(4) An hour as used in this AC consists of a time period of 50 to 60 minutes. Time spent in testing to ensure training to the level of proficiency needed can be included as part of the required number of hours in a training program.

f. Additional Subject Areas. Any AMT(T) training program provider may include additional subjects, which are not specified in appendix 1, in the training program outline; however, the number of hours allotted to training in each of the six subject areas should equal or exceed the amounts specified in appendix 1. Hourly requirements devoted to additional subject areas not specified in appendix 1 are not included in the determination of a program's compliance with the minimum training requirements.

g. Application for Approval.

(1) The process to approve an AMT(T) training program provider ensures that an applicant's training program, and the facilities and material it uses to comply with applicable regulations can be thoroughly reviewed for compliance. An institution, air carrier, or other organization seeking approval should contact its local Flight Standards District Office (FSDO) and advise that office of its intent to seek approval as an AMT(T) training program provider. The FSDO can advise the applicant of all applicable regulatory requirements and discuss the administrative procedures that must be followed in order to expedite approval. The FSDO can also provide the applicant with the appropriate FAA application forms and other related documents.

(2) An application for approval as an AMT(T) training program provider should be submitted in sufficient time to permit the FAA to evaluate a training program provider's compliance with the requirements of part 66 prior to providing AMT(T) training. Generally, an applicant for initial approval as an AMT(T) training program provider should submit its application 90 days prior to the time that the applicant seeks to initiate an AMT(T) training program.

h. Outline Required. An applicant for approval as an AMT(T) training program provider must submit an outline of the training program to the local FSDO for its review. This outline should be provided concurrently with the application for approval. The FAA

will review the training program outline to ensure that the training program meets all regulatory requirements, and current FAA and industry standards. The outline must contain information specifying those subject areas to be taught and the number of hours of instruction required. Additional subject areas can also be included. The subject areas and classroom hours for each subject area specified in appendix 1 are considered the minimum training requirements for an AMT(T) training program.

i. Form of Training Program Outline. In recognition of the diversity of current information retrieval systems, the training program outline and any supplemental documentation may be submitted in paper or electronic format, or in any other format acceptable to the Administrator that meets current regulatory requirements; however, the outline shall include a table of contents. The table of contents must specify those subject areas taught in the program and the number of curriculum hours allotted to each subject area. Because training program outlines are periodically revised, it should be submitted in a format that permits easy revision. It should have a revision control chart or page that indicates the location of each revision. A copy of the most recent FAA approval of the training program provider should be included, if applicable.

j. Content of Training Program Outline.

(1) The training program outline is the single most important document that an applicant for approval as an AMT(T) training program provider will submit. It is an agreement between the FAA and the AMT(T) training program provider that shows how the provider will meet the academic and regulatory requirements of the FAR. Elements comprising an approved training program can vary. The training program should, however, contain all subject area headings specified in this AC; the headings are not required to be arranged in the outline exactly as listed in appendix 1. Any arrangement of headings and subheadings will be satisfactory, provided that the outline indicates that instruction will be provided in each subject area for at least the minimum number of hours specified in appendix 1. Each general subject area of the outline shall be subdivided in detail, showing the items to be covered.

(2) The training program is specifically geared to the needs of individuals performing maintenance on transport-category aircraft. Although comprehensive in nature, it should also be flexible enough to be modified easily in order to respond to changes in aviation maintenance practices and techniques.

(3) An approved training program provider is required to adhere to its training program outline. Any material that the training program provider wishes to add to the training it provides to AMT(T) students to satisfy regulatory requirements must be included in the training program outline. This does not preclude an approved training program provider from teaching related subjects that are not required for the AMT(T) certificate. However, subjects not required must be clearly distinguished from those subjects that are required to be taught in the training program outline.

(4) An approved AMT(T) training program provider should strive to keep its training program current with changing technology and industry needs by revising its training program as appropriate. Revisions to a training program must be submitted to same FSDO that provided the training program provider with its current approval.

k. Training Program Development.

(1) Appendix 1 provides a list of those subject areas that must be included in an AMT(T) training program administered by an approved training program provider. This list of subject areas was formulated as a result of a study conducted by the Aviation Rulemaking Advisory Committee (ARAC) for the FAA. This ARAC study provides lesson objectives that should be met by AMT(T) students after the completion of instruction in a specific subject area. The ARAC study also details the performance standard that must be reached in each subject. Inherent in any training program is an evaluation and testing system that ensures the training program provider's ability to determine achievement of the lesson objectives. An applicant that develops a training program that leads to achievement of the lesson objectives specified for each subject in this study (as listed in appendix 1) will usually be granted approval by the FAA as an AMT(T) training program provider.

(2) A training program outline must:

(a) Conform to appendix A to part 66.

(b) Provide a method to teach the subjects an AMT(T) student is required to learn.

(c) List the specific objectives of the training for each subject taught.

(d) Indicate the degree of proficiency that each student must attain in each subject taught.

(e) Provide objective test criteria that conform to subjects studied.

(f) Show the number of instructional hours (theoretical and shop) that will be provided for each subject taught.

(g) Include a complete description of each practical project that will be completed, and the relationship of the project to the required subjects.

(3) Each subject must be taught to the level of proficiency noted in the training program outline. The training program provider must notify the local FSDO if it intends to revise its approved training program by teaching a subject to a level of proficiency different than that noted in its current training program outline.

1. Supplemental Documentation. An applicant for approval as an AMT(T) training program provider must also submit the following supplemental documentation:

(1) A letter of intent to seek approval as an AMT(T) training program provider.

(2) A brief narrative of the manner in which the applicant will comply with the requirements of appendix A to part 66.

(3) A detailed description of the facilities and equipment that will be used for instruction.

(4) Notification of when the applicant's facilities and equipment will be ready for inspection by the FAA.

(5) A description of the methods that the provider will use to record student performance.

(6) A description of the applicant's system for recording student attendance and the applicant's student attendance policy.

(7) A statement indicating the maximum number of students to be taught concurrently.

(8) A description of the methods that the provider will use to grant credit for previous training.

(9) A list of proposed instructors to include any FAA certificate held by each instructor and the qualifications of each instructor to teach specified subjects.

(10) A description of technical reference material to be used in the training program.

(11) An inventory of instructional aids, shop equipment, and special tools.

(12) A list of required student handtools.

(13) A description of a system for the maintenance of precision and special tools.

m. Facilities, Equipment, and Materials. An applicant for authority to conduct a training program leading to the issuance of the AMT(T) certificate must have adequate facilities, equipment, and materials to ensure that students fully comprehend the material provided. Facilities, equipment, and material requirements are similar to those found in other airman certification courses.

(1) Facilities. The applicant must provide suitable classrooms, laboratories, and shop facilities adequate to accommodate the largest number of students scheduled for attendance at any one time. Such classrooms, laboratories, and shop facilities shall be properly heated, lighted, and ventilated. All facilities must conform to applicable Federal, State, and local safety and environmental codes. All facilities must be continually maintained to at least the same standards under which the most recent approval is granted.

(2) Equipment and Materials. The applicant must have suitable devices for the instruction of each student in the theoretical and practical aspects of the subjects contained in the training program. This material may include, but shall not be limited to, acceptable textbooks, operations manuals, chalkboards, calculators, computers, and visual aids. Technical data reference material that is appropriate to the subjects to be taught and sufficient to permit students to successfully complete all practical projects must be provided. An applicant should have transport category aircraft training modules appropriate to the subjects taught. The applicant must also provide any special tools necessary to permit students to perform required work to standards that would permit approval for return to service of an item on which work is performed. An applicant should provide a list of all equipment and material required for instruction as

part of its training program outline. This equipment and material must be continually maintained to at least the same standards under which the most recent approval is granted.

n. Instructors. The training program provider should ensure that all instructors in a training program meet the requisite standards of technical competency. The number of instructors available for conducting the program of instruction shall be determined according to the needs of the applicant. The ratio of students per instructor in each shop class may not exceed 25 students per 1 instructor. The FAA recognizes that noncertificated instructors may possess the technical competency to provide instruction in many required subject areas. An instructor therefore need not be certificated as an AMT(T) or possess an aviation maintenance instructor rating to serve as an aviation maintenance instructor for an AMT(T) training program. The FAA will carefully evaluate the technical competency of both certificated instructors and noncertificated instructors to provide instruction in required subject areas.

o. Revisions to the Training Program.

(1) After initial approval of an AMT(T) training program provider, the training program provider may apply to the Administrator for a revision to the training program. Requests for the revision of a training program, which include modifications to the facilities, equipment, and material used, or a reduction in the number of hours of instruction provided to fewer than the specified minimum requirements, shall be accomplished in the same manner established for securing original approval of the training program provider. Revisions must be submitted so that the revision can be readily included in the training program outline and obsolete portions of the outline can be readily superseded by the revision.

(2) Revisions to the training program outline should be submitted in a manner identical to that required for initial approval of the training program provider. A reduction may be permitted only if the training program provider provides justification for the reduction and the quality of training provided does not decrease. A modification of the training program, or a reduction in the number of hours of training provided to fewer than the specified minimum requirements, is based on improved training effectiveness due to the use of improved training methods and training aids, an increase in the quality of instruction, the use of special student entry requirements, the granting of credit for previous experience or training, or any combination thereof. Sufficient indicators of student participation and progress in the revised program would be required to be reported; however, if an approved training

program provider has already provided this information to the FAA as a result of reporting requirements specified in another part of the FAR, a duplicate submission of this information would not be required.

(3) The list of instructors may be revised at any time without request for approval, provided that minimum requirements are maintained and the local FSDO is notified of the revision.

(4) Whenever the Administrator finds that revisions are necessary for the continued adequacy of the training program, the training program provider shall, after notification by the local FSDO, make any changes in the training program, that the local office deems necessary.

p. Testing.

(1) The training program provider must establish a testing procedure that ensures the required level of proficiency in each subject. Within this range, training program providers can establish their own standards for establishing passing grades for both shop and classroom instruction. A common academic standard for passing is a minimum score of 70 percent; however, AMT(T) training program providers may use a different minimum passing standard.

(2) All theoretical and practical portions of each subject listed in the training program outline must be passed to the approved grading standard. Each practical project must be passed to the approved standard and all required shop projects must be completed to passing standards. Testing and grading criteria must be explicit. Subjective grading criteria should be minimized.

(3) A test must be administered upon the completion of all subjects in each subject area that assesses proficiency in each of the subjects in the subject area.

(4) The AMT(T) training program provider must establish a system to provide test security. Tests should frequently be modified to ensure mastery of all subject material and not just the specific material contained on the test.

q. Practical Projects. The training program outline must list each of the practical projects that must be completed for each subject taught. Students must be afforded sufficient time to complete each practical project. The training program outline must specifically identify the level of proficiency to which the project must be completed. One project may satisfy training requirements in a number of subjects.

r. Student Records and Reports.

(1) Approval of an AMT(T) training program provider may not be continued unless the training program provider keeps an accurate record of each student, including a chronological log of all instruction, subjects covered, examinations, grades, and attendance (including a record of the manner in which missed material was covered). Student records must clearly distinguish between successful performance and unsuccessful performance.

(2) To retain approval, a training program provider must also prepare and transmit to the local FSDO, not later than January 31 of each year, a report containing the following information:

(a) The names of all students who graduated from the program, and student attendance records and grades for the program.

(b) The names of all students who failed or were dropped, and school grades and reasons for failure or dropping.

(3) Upon request, the FAA may waive the reporting requirements in paragraph (2) for a training program that is part of an approved training course conducted under part 121, subpart L; part 135, subpart J; or part 147.

(4) Student records submitted to the FAA need not show student grades for practical projects or laboratory work. These records may be retained at the school provided that such records are retained for a minimum of 2 years.

(5) An approved training program provider must specify provisions for the evaluation of students after any failure and how any training material missed by the student due to an absence was covered. All training and practical projects missed by a student due to an absence must be completed prior to graduation.

s. Credit for Previous Training.

(1) A training program provider may evaluate an entrant's previous training and, where the training is verifiable and comparable to portions of the training program, the training program provider may, as each individual case warrants, allow credit for such training, commensurate with accepted training practices. Unless an individual is requesting credit based on authenticated transcripts from another AMT(T) training program provider, the individual requesting credit must pass an examination given by the training program provider that is equivalent to those examinations given by the training program

provider for the same subject(s) in the training program. An individual seeking credit based on previous military experience or training received at a foreign school must also pass such examinations. Where credit is allowed, the basis for the allowance, the results of any tests used to establish the credit, and the total hours credited must be incorporated as a part of the student's records.

(2) Training obtained in a program of instruction leading to the award of the AMT certificate may also be used to satisfy training necessary for the award of the AMT(T) certificate. The AMT training must have equivalent training objectives and be taught to the same level of proficiency as the training provided by an AMT(T) training program provider.

t. Contract Services.

(1) An approved AMT(T) training program provider may contract with another person to conduct all or any portion of a training program. The approved training program provider may not authorize that person to contract for the conduct of the program by a third party. Contracts may be entered into with other persons to obtain suitable course work, curriculum, programs, instruction, aircraft, simulators, or other training devices or equipment. In all cases, the approved training program provider is responsible for the content and quality of all instruction provided.

(2) The approved training program provider should retain a copy of any contract entered into pertaining to the conduct of a training program. These contracts may be reviewed by the local FSDO during the period of the contract and for a period of 2 years after the termination of the contract.

u. Change of Ownership, Name, or Location.

(1) Change of Ownership. Approval of a training program provider may not be continued after the ownership of the training program has changed. The new owner must obtain a new approval by following the procedures prescribed for original approval.

(2) Change in Name. An approved training program provider changed in name but not changed in ownership remains valid if the change is reported within 30 days to the local FSDO by the training program provider.

(3) Change in Location. Approval for a training program provider remains in effect even though the approved training program provider changes location if the change is reported to the local FSDO within 30 days by the training program provider.

Approval may be withdrawn if, after inspection, the facilities, equipment, and material at the new location do not meet regulatory requirements.

v. Renewal. Application for renewal of authority to conduct an AMT(T) training program shall be made by letter addressed to the local FSDO at any time within 60 days prior to the expiration date of the current approval. Renewal of an AMT(T) training program provider's approval will depend on the training program meeting established standards, and the record of the training program provider.

w. Cancellation of Approval.

(1) Failure to meet or maintain any of the standards set forth in appendix A to part 66 for the approval of a training program provider shall be considered a sufficient reason for discontinuing approval of the training program provider.

(2) If a training program provider decides to cancel its approval voluntarily, the training program provider shall send a letter requesting cancellation to the local FSDO. The request shall contain the current letter of approval for the training program provider.

x. Inspection Requirements. When an applicant applies to the FAA for approval as an AMT(T) training program provider, it consents to allow itself to be inspected by the FAA at any time. Usually the FAA inspects an approved training program provider annually to ensure that the provider continues to meet the conditions of its approval.

y. Statements of Graduation and Records of Training. Approved training program providers should provide each student who successfully completes the training program with a statement of graduation. Each student who completes a portion of a training program shall, upon request, be given a record of the training completed. Statements of graduation and records of training must be authenticated by a school official. Statements of graduation should include the name of the student, name of the training program provider, and date of graduation. Records of training should include the name of the student and the names of all courses successfully completed.

z. Conflicts with Other Accreditation Requirements. The FAA recognizes that many AMT(T) training program providers may receive accreditation from other agencies. If State or local education requirements conflict with the FAA requirements for AMT(T) training program provider approval, these requirements

must be resolved to satisfy the requirements of part 66. FAA requirements must be met for an AMT(T) training program provider to retain FAA approval.

Thomas C. Accardi
Director, Flight Standards Service

APPENDIX 1. AMT(T) SUBJECTS

SUBJECT AREA I — ADVANCED ELECTRONICS		
Code	**Subject**	**Hours**
EE01	Built-in test equipment (BITE)	8
EE02	Analog, digital and discrete signals, and logic gates	16
EE03	Electrostatic devices (ESD)	4
EE04	Linear voltage differential transducers (LVDT) and radial voltage differential transducers (RVDT)	8
EE05	Coaxial cable repairs, splices, and terminations	16
EE06	Wiring and schematic diagrams, ATA 20 Specifications	20
EE07	Test equipment	24
EE08	Wiring connectors, and plug installation and repair	16
EE09	Synchronization theory, differential resolvers, and transolvers	8
EE10	Autopilot, flight director, autoland, and autothrottle systems	24
EE11	Inertial navigation systems (INS) and global positioning systems (GPS)	24
EE12	Engine indication and crew alert system (EICAS),Electronic flight information systems (EFIS), and Electronic horizontal situation indicators (EHSI)	16
EE13	Gyroscopes (Laser and Conventional)	6
EE14	Flight management systems (FMS)	8

EE15	Instrument warning systems and comparators	4
EE16	VHF, HF, and satellite communication systems; Flight and cockpit voice recorders	16
EE17	Windshear alerting systems	3
EE18	Traffic Alert and Collision Avoidance System (TCAS)	3
EE19	Airline communications addressing and reporting system (ACARS)	2
EE20	Aeronautical Radio, Incorporated (ARINC) definitions and standards	3
Total Hours		**229**

SUBJECT AREA II – COMPOSITES		
Code	**Subject**	**Hours**
CR01	Damage assessment and Structural Repair Manual	12
CR02	Fasteners and fastener substitution	8
CR03	Adhesives, sealants, and compounds	4
CR04	Overlay repairs	8
CR05	Hot bonding	16
CR06	Honeycomb structures	8
CR07	Composite materials	6
Total Hours		**62**

SUBJECT AREA III – STRUCTURAL REPAIR		
Code	**Subject**	**Hours**
SM01	Corrosion detection and treatment	6
SM02	Damage assessment	12
SM03	Fasteners and fastener substitution	8
SM04	Blueprint reading	8
SM05	Engineering orders	4
SM06	Control surface balancing	4
SM07	Typical stringer splice and lap joint repair	16
SM08	Material specifications	4
SM09	Repair layout	16
SM10	Cold working, shot peening, roto peening, and heat treating	8
Total Hours		**86**

SUBJECT AREA IV – POWERPLANTS AND SYSTEMS		
Code	**Subject**	**Hours**
PP01	Electronic controls and thrust management systems	16
PP02	Blade damage assessment	8
PP03	Jet blast safety	2
PP04	Auxiliary power unit (APU) systems and interface	16
PP05	Borescope	16
Total Hours		**58**

SUBJECT AREA V – SAFETY AND ENVIRONMENT		
Code	**Subject**	**Hours**
EV01	Material safety data sheets (MSDS)	6
EV02	Aircraft safety practices	4
EV03	Hazardous material handling	8
EV04	Ramp and airport safety	4
EV05	Confined space entry	3
EV06	Parts handling and certification	8
EV07	Basic troubleshooting principles	24
EV08	Extended-range operations with two-engine airplanes (ETOPS)	4
EV09	Occupational Safety and Health Administration (OSHA) regulations	8
Total Hours		**69**

SUBJECT AREA VI – PUBLICATIONS		
Code	**Subject**	**Hours**
MP01	Illustrated parts catalog (IPC)	8
MP02	Maintenance manuals	8
MP03	Fault reporting manual (FRM) and fault isolation manual (FIM)	4
MP04	Minimum equipment list (MEL), Configuration deviation list (CDL), and Dispatch Deviation Planning/Parts Guide (DDPG)	6
MP05	Structural repair manual (SRM)	16
MP06	General maintenance manual (GMM)	8
MP07	Cold weather operations manual	8
MP08	Component overhaul manual	4
MP09	Weight and balance	3
MP10	Fueling	4
Total Hours		**69**

U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular DRAFT

JAN 05 1996

Subject: RECURRENT TRAINING FOR AVIATION MAINTENANCE PERSONNEL

Date: XX/XX/96
Initiated by: AFS-300

AC No: 66-XX
Change:

1. PURPOSE. This advisory circular (AC) provides guidance to aviation maintenance technicians (AMT) and aviation maintenance technicians (transport) (AMT(T)) concerning the fulfillment of recurrent training requirements. The specific recurrent training requirements addressed in this AC are applicable to AMTs and AMT(T)s who exercise the privileges of their certificates for compensation or hire and do not participate in maintenance and preventive maintenance training programs regulated by parts 121, 135, or 145 of Title 14, Code of Federal Regulations (14 CFR).

2. RELATED FEDERAL AVIATION REGULATIONS (FAR). 14 CFR part 66; §§ 66.65, 66.73, 66.111, and 66.117.

3. BACKGROUND.

a. Part 66 and the operating rules for parts 121, 135, and 145 ensure that all holders of AMT and AMT(T) certificates who exercise the privileges of their certificates for compensation or hire receive recurrent training. Prior to the implementation of part 66, recurrent training for aviation maintenance personnel was only addressed in the operating rules for parts 121, 135, and 145. Sections 121.375 and 135.433 regulate their respective operators by requiring that each operator have a training program to ensure that persons performing maintenance or preventive maintenance functions be informed fully about procedures, techniques, and new equipment in use. Section 145.2(a) requires that repair stations performing maintenance for a part 121 operator comply with part 121, subpart L (which includes the requirements of § 121.375).

4. DISCUSSION.

a. Effect of Changes.

(1) Any AMT with an aircraft rating who meets the prescribed work experience requirements and wishes to exercise, for compensation or hire, the privileges of that certificate and rating is now required to complete recurrent training under the provisions of § 66.65(a)(2) within the preceding 24 months.

The holder of an AMT(T) certificate with an aircraft rating must meet the corresponding requirements of § 66.111(a)(2).

(2) The changes made with the implementation of part 66 do not pose any additional recurrent training requirements on AMTs and AMT(T)s who are employed by certificate holders under parts 121 and 135, and those part 145 operators with required training programs. AMTs and AMT(T)s who participate in currently required maintenance and preventive maintenance training programs provided by these certificate holders meet the recurrent training requirements of §§ 66.65 and 66.111, respectively, and therefore need not obtain any additional recurrent training in order to maintain currency.

(3) The changes made by §§ 66.65 and 66.111 only effect those AMTs and AMT(T)s who wish to exercise the privileges of their certificate for compensation or hire and do not receive recurrent training through a training program provided by a part 121, 135, or 145 certificate holder. Part 66 does not contain any requirement for those AMTs and AMT(T)s who do not exercise their certificates for compensation or hire to receive recurrent training.

b. No Minimum-Hour Requirement. Although the Federal Aviation Administration (FAA) strongly supports the concept of recurrent training for aviation maintenance personnel, part 66 does not require that recurrent training consist of a minimum number of hours during the specified 24-month period. Therefore, if an AMT or AMT(T) successfully completes any course of instruction appropriate to the duties of an AMT or AMT(T), regardless of its length, documentation signifying completion of the training is sufficient to establish compliance with the recurrent training requirement. The completion of ongoing FAA studies to determine the scope and depth of recurrent training may result in a more specific requirement in the future.

c. Multiple Training Options. AMTs and AMT(T)s not currently participating in training programs may use a number of methods to meet the recurrent training requirement of part 66. Successful completion of an AMT refresher course, inspection authorization refresher course, any phase of the FAA Wings Program, or other training appropriate to the duties of an AMT can be used by AMTs to satisfy the recurrent training requirement. AMT(T)s can meet the recurrent training requirement in a similar manner by attending an AMT(T) refresher course, inspection authorization refresher course, or other training appropriate to the duties of an AMT(T). The FAA encourages completion of an inspection authorization refresher course by an AMT or AMT(T) who does not hold an inspection authorization.

d. Documentation of Training. An AMT or AMT(T) completing recurrent training should retain documentation demonstrating compliance with the recurrent training requirement. Documentation should include a description of the training received and the date(s) on which the training was received. A certificate of course completion, a training course attendance roster, a home-study course enrollment certificate, or an on-the-job training record are acceptable means of demonstrating compliance. When the above-listed documentation is unavailable, an AMT or AMT(T) may self-certify compliance with the recurrent training requirement; however, such a declaration is subject to verification by the FAA. An AMT or AMT(T) is not required to retain any additional documentation to establish currency for the exercise of certificate privileges.

e. Appropriate Types of Training. The FAA considers training appropriate to the duties of an AMT or AMT(T) to consist of any training that will enhance the trainee's understanding of current maintenance practices pertaining to type-certificated products or the appliances, components, or parts used in those products. This training can be broad-based in nature, but to satisfy the recurrent training requirement, the training should be related to the maintenance, preventive maintenance, repair, alteration, or operation of aircraft. This training may consist of either formal training (e.g., a manufacturer's maintenance training course, maintenance seminar, aviation ground school, formal classroom or practical training), or informal training (e.g., on-the-job training, flight training, home-study training). In recognition of new training methods and techniques, recurrent training provided through a task analysis training system or a self-study or video course is also considered acceptable. The training is not required to be type specific. Completion of a course dealing with general maintenance practices, therefore, may also be used to satisfy recurrent training requirements. Completion of training that provides an AMT or AMT(T) with a review of regulations applicable to their duties is also an acceptable means of satisfying the recurrent training requirement.

f. Aviation Maintenance Instructors. Additionally, an aviation maintenance instructor who is providing instruction for a part 147 aviation maintenance training program, manufacturer's training program, or a certificate holder's training program, or who is serving as the direct supervisor of individuals providing this aviation maintenance instruction can also use this experience to meet recurrent training requirements. Aviation maintenance instructors are continually exposed to current maintenance practices and often disseminate information about new practices, techniques, and equipment to the aviation maintenance community. The FAA considers these individuals to be proficient

in current aviation maintenance practices, and they are therefore not required to complete any additional recurrent training requirements.

g. Relationship to Exercise of Certificate Privileges. Completion of recurrent training is only one of a number of prerequisites that need to be met prior to the exercise of certificate privileges. An individual may therefore comply with the recurrent training requirements of § 66.65 or § 66.111, but still may not be able to exercise specific certificate privileges.

Thomas C. Accardi
Director, Flight Standards Service

U.S. Department
of Transportation
Federal Aviation
Administration

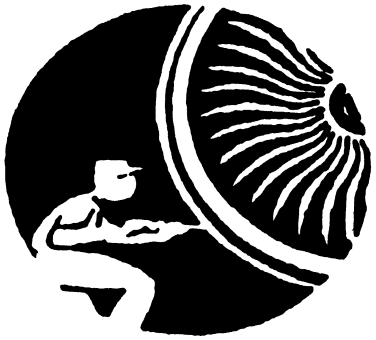
AC 66-XX

DRAFT

JAN 05 1996

Part 66

The New Certification Regulations for Aviation Maintenance Personnel



What They Mean For You

A Booklet of Questions and Answers

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GENERAL

Why did the FAA create a new part 66?

The FAA has not conducted a complete regulatory review of the certification requirements for aviation maintenance personnel since 1962. Since that time, numerous technological advances in the aviation industry have occurred. Enhancements in training methods have also affected all aspects of aviation maintenance operations. The previous regulations did not reflect these advancements.

Former part 65 regulated the certification of personnel such as aircraft dispatchers, air traffic control tower operators, and parachute riggers, in addition to aviation maintenance personnel. The certification requirements for aircraft dispatchers, air traffic control tower operators, and parachute riggers differ greatly from the certification requirements for aviation maintenance personnel. The creation of a separate part for aviation maintenance personnel was necessary because of the creation of additional certificates and ratings, the expansion of current certification requirements, and the increasing complexity of training and currency requirements for aviation maintenance personnel.

What are the major changes from the earlier regulations?

Part 66 sets forth a number of changes to the regulations formerly found in subparts D and E of part 65. The new regulations:

- Replace "mechanic" with "aviation maintenance technician" and "repairman" with "aviation repair specialist".
- Establish aviation maintenance technician (AMT) and aviation maintenance technician (transport) (AMT(T)) certificates.
- Consolidate current airframe and powerplant ratings into a combined aircraft rating.
- Establish additional training requirements for individuals seeking the AMT(T) certificate with an aircraft rating.
- Establish procedures for the FAA approval of AMT(T) training providers.
- Establish recurrent training requirements for aviation maintenance technicians who do not participate in required training programs and desire to use their certificates for compensation or hire.
- Allow AMTs and AMT(T)s to use training as a means to qualify for the exercise of certificate privileges.
- Provide for the registration of holders of AMT and AMT(T) certificates during an initial 12-month period and subsequent 48-month periods.
- Establish an aviation maintenance instructor rating.
- Permit AMTs and AMT(T)s to perform maintenance on horizontal card liquid-filled compasses.
- Extend the duration of an inspection authorization from 1 year to 2 years.
- Grant inspection authorization privileges based on the type of certificate (AMT or AMT(T)) held by an individual.
- Expand the renewal options available to the holder of an inspection authorization.
- Require inspection authorization applicants to successfully complete an inspection authorization refresher course prior to their initial application.
- Establish a portable aviation repair specialist certificate (ARS–I) that may be issued independent of employment and that is based on proficiency in a designated specialty area.
- Permit certain aviation maintenance technician schools to test applicants for the AMT certificate.
- Allow facsimiles to be used in the process of replacing lost or destroyed aviation maintenance technician and aviation repair specialist certificates.
- Require applicants to demonstrate proficiency in English by reading and explaining appropriate maintenance publications, and by writing defect and repair statements.
- Limit the certification of aviation maintenance personnel who are employed outside the United States and who are not proficient in English.
- Recognize computer-based testing methods by replacing "written test" with "knowledge test".
- Require those applicants for aviation maintenance technician certificates who are not enrolled in part 147 schools to pass all knowledge tests before applying for oral and practical tests.
- Specify practical experience requirements for initial certificate issuance in hours instead of months.
- Remove gender-specific terms that were present in the original regulation.

Why will aviation maintenance personnel no longer be called mechanics and repairmen?

The FAA recognizes the critical role that aviation maintenance personnel have in ensuring aviation safety. The highly complex and technical field of contemporary aviation maintenance requires substantially more than the manual skills typically associated with individuals classified as "mechanics." Adoption of the term "aviation maintenance technician" standardizes terminology throughout the aviation maintenance industry and makes part 66 consistent with part 147, which regulates "aviation maintenance technician schools."

"Aviation repair specialist" more accurately reflects the level of expertise required to maintain today's highly complex aviation systems. Adoption of this term is also consistent with the FAA's policy of implementing gender-neutral regulations.

Will I lose any certificate privileges?

No. The holder of any mechanic certificate or repairman certificate will continue to have the same privileges after *[the effective date of the rule]* as that individual had prior to the implementation of the new regulations.

Will I have to get a new certificate?

No. A mechanic certificate with airframe and powerplant ratings is recognized as equal to an AMT(T) certificate with an aircraft rating. A repairman certificate is recognized as equal to an ARS-II certificate, and a repairman certificate-experimental aircraft builder is recognized as equal to an ARS-III certificate.

The holder of a mechanic certificate with aircraft and aircraft engine ratings (A & E), however, should exchange this certificate for a mechanic certificate with aircraft and powerplant ratings prior to *[the effective date of the rule]*. The FAA has not issued certificates with these ratings since 1952 and will no longer recognize certificates with these ratings after *[the effective date of the rule]*.

AMT AND AMT(T) CERTIFICATES

Why did the FAA create AMT and AMT(T) certificates?

The Pilot and Aviation Maintenance Technician Blue Ribbon Panel conducted a study of aviation maintenance personnel requirements for the twenty-first century and concluded that existing certification requirements did not give aviation maintenance personnel the entry-level experience and skills necessary to perform work involving transport category aircraft that use new technology. The FAA agreed with the panel and concluded that more preparation and training are necessary to meet the higher levels of proficiency that the aviation maintenance industry demands. This additional preparation and training are reflected in the requirements for the AMT(T) certificate.

What is the difference between an AMT certificate and an AMT(T) certificate?

After the new regulations are implemented, an individual who would have met the knowledge, skill, and experience requirements for the issuance of a mechanic certificate with airframe and powerplant ratings under part 65 will be issued an AMT certificate under part 66. The AMT certificate has the same privileges and limitations of the earlier mechanic certificate with airframe and powerplant ratings, except that an AMT generally may not approve for return to service transport category aircraft certificated under part 25 or part 29. An AMT certificate holder may perform any type of work on these transport category aircraft but may only approve these aircraft for return to service if the work performed consists of any of those preventive maintenance tasks specified in appendix A to part 43 or any task otherwise noted by the Administrator.

An AMT(T) certificate holder possesses all of the privileges of an AMT certificate holder. Additionally, an AMT(T) may approve for return to service transport category aircraft certificated under part 25 or part 29 after the performance of any work for which an inspection authorization is not required.

Individuals obtaining the AMT(T) certificate after *[the effective date of the rule]* must also complete additional training in systems and procedures that are of critical importance to the maintenance of transport category aircraft.

Are there any differences between the privileges and limitations of a mechanic certificate with airframe and powerplant ratings and an AMT(T) certificate with an aircraft rating?

No. The holder of an AMT(T) certificate has the same privileges and limitations as the holder of a mechanic certificate with airframe and powerplant ratings.

The integrated nature of today's aircraft and their associated systems has blurred the differences between the airframe and powerplant ratings. By requiring AMTs and AMT(T)s to possess the training for both disciplines, these maintenance personnel will have a greater understanding of the interrelationship of aviation systems. This higher level of understanding and expertise will increase the quality of aviation maintenance.

I have a mechanic certificate with airframe and powerplant ratings; will I have to complete additional training to get AMT(T) privileges?

No. Only individuals obtaining an AMT(T) certificate after *[the effective date of the rule]* are required to complete additional training. Individuals possessing a mechanic certificate with airframe and powerplant ratings prior to *[the effective date of the rule]* are not required to complete this additional training.

I have a mechanic certificate with only an airframe (or powerplant) rating; can I obtain an AMT(T) certificate?

Yes. A mechanic certificate with only an airframe (or powerplant) rating will be recognized as an AMT(T) certificate. However, an AMT(T) certificate based on a mechanic certificate will only permit its holder to perform those tasks permitted prior to rule change.

You can continue to approve for return to service aircraft certificated under part 25 or part 29; however, the prior airframe (or powerplant) limitations will continue to apply.

In order to obtain full approval for return-to-service privileges, you must demonstrate that you possess the knowledge, experience, and competency to approve airframes (or powerplants) for return to service. This may be done by passing the appropriate knowledge, oral, and practical tests, and by presenting documentary evidence of training or practical experience. The FAA strongly encourages all mechanics with a single rating to obtain the remaining rating prior to *[the effective date of the rule]*.

Do the new changes grant additional privileges to aviation maintenance personnel?

Yes. The new regulations allow AMTs and AMT(T)s to use training as an additional means to qualify for the exercise of certificate privileges. But in allowing training to replace actual work experience, the training must be appropriate to the equipment on which the work is to be performed. A course of instruction detailing the maintenance tasks on a specific make and model aircraft, or a course of instruction detailing the maintenance tasks for a part or appliance, will now permit an AMT or AMT(T) the tasks that were the subject of the training, although the AMT or AMT(T) may never have performed the actual tasks.

The changes also require that work performed before an individual was certificated as an AMT may not be used to qualify for the exercise of certificate privileges.

An additional change enhances the ability of noncurrent AMTs and AMT(T)s to regain the currency required to exercise the privileges of their certificates and ratings. These individuals may now credit the time they work under the supervision of an AMT or AMT(T) toward currency requirements.

AMTs and AMT(T)s may now also perform maintenance on horizontal card liquid-filled compasses.

AMT(T) TRAINING, APPROVED TRAINING PROVIDERS, AND TESTING

What is an approved training provider?

An approved training provider is an institution, air carrier, or other organization that provides the training specified in appendix A to part 66 that is necessary for the issuance of an AMT(T) certificate. Training providers are approved by the FAA.

What type of training is required for the initial issuance of an AMT(T) certificate?

The training provided to obtain the AMT(T) certificate consists of 573 hours of training in the six broad subject areas of advanced electronics, composites, structural repairs, powerplants and systems, safety and environmental concerns, and publications. Because an applicant for an AMT(T) certificate must possess an AMT certificate, the applicant must also have completed the training necessary for the issuance of the AMT certificate.

I do not have a current mechanic certificate but I'm enrolled in an aviation maintenance technician training school. Will I have to complete this additional training to obtain the AMT(T) certificate?

The FAA recognizes that many students may be enrolled in aviation maintenance technician schools, and may be in the process of receiving training for mechanic certificates with aircraft and powerplant ratings when the new regulations are published. The FAA does not want to disadvantage individuals who may have made the decision to undertake this training without knowledge of the new requirements. Therefore, the new regulations do not become effective until 18 months after they have been published. An 18-month period should provide a student with sufficient time to complete the training necessary for the issuance of a mechanic certificate with airframe and powerplant ratings prior to *[the effective date of the rule]*. Mechanic certificates with airframe and powerplant ratings issued prior to *[the effective date of the rule]* will be recognized as the equivalent of AMT(T) certificates, and their holders need not complete any additional training.

Have any changes been made in written testing procedures?

Yes. Written tests are now referred to as knowledge tests because these tests are being administered on computers. Additionally, AMT applicants, except those enrolled at AMT schools, must now pass all sections of these knowledge tests prior to taking oral and practical tests. Knowledge tests will also include questions on all portions of the regulations applicable to aviation maintenance.

REGISTRATION

Why do I have to register with the FAA?

The FAA currently has no accurate means to determine the number and location of aviation maintenance personnel. Without this information, the FAA cannot determine the number of active aviation maintenance technicians or delete deceased, inactive, or ineligible maintenance technicians from its roster of AMTs and AMT(T)s. Registration will provide the FAA with an accurate assessment of aviation maintenance personnel and ensure that critical safety information can be readily disseminated.

Do all aviation maintenance personnel have to register?

No. Only holders of AMT and AMT(T) certificates are required to register. Holders of mechanic certificates are not exempt from this requirement because mechanic certificates are the equivalent of AMT(T) certificates.

Aviation repair specialists do not have to register because they can only exercise the privileges of their certificate while employed by an aviation maintenance organization or while acting as an experimental aircraft builder.

How often must I register and what information do I have to provide?

Once during the 12-month period after *[the effective date of the rule]* and once during each 48-month period thereafter, each AMT and AMT(T) must provide the FAA with his or her current name and address. To avoid any duplication of information, you do not have to provide the FAA with a separate notification if you notify the FAA of a change of address; obtain an additional certificate, rating, or inspection authorization; or provide the FAA with current address information as a result of making an application for an airman medical certificate.

CURRENCY

As an AMT, what do I have to do to remain current to use the privileges of my certificate?

In addition to meeting recurrent training requirements, an AMT with an aircraft rating, for at least 6 months within the past 24 months, must do at least one of the following:

- Serve as an AMT.
- Serve under the supervision of a certificated AMT or AMT(T).
- Technically supervise other AMT(T)s.
- Provide aviation maintenance instruction or serve as the direct supervisor of persons providing aviation maintenance instruction for an aviation maintenance training course or program acceptable to the Administrator.
- Supervise, in an executive capacity, the maintenance, preventive maintenance, or alteration of aircraft, or of any airframe, aircraft engine, propeller, appliance, component, or part thereof.

- Engage in any combination of the above activities.

Similar requirements also apply to AMT(T)s.

If I do not maintain currency by performing, supervising, or providing instruction in maintenance activities, how can I regain my currency?

If an AMT or AMT(T) fails to meet the currency requirements, he or she must complete a requalification course or demonstrate the competency to exercise certificate privileges to an FAA aviation safety inspector or designated examiner.

RECURRENT TRAINING

Why has the FAA decided to require recurrent training for AMTs and AMT(T)s?

Prior to the implementation of the new regulations, only the operating rules for parts 121, 135, and 145 required training for aviation maintenance personnel. The aviation maintenance environment, however, is constantly changing, and many mechanics who do not perform work for air carriers or other operators receive little or no additional training after they receive their certificates. In view of the complex maintenance tasks that AMTs and AMT(T)s are required to perform, the FAA has established a recurrent training requirement to ensure that all AMTs and AMT(T)s who exercise the privileges of their certificates for compensation or hire are fully informed about procedures, techniques, and new equipment in use.

How long do I have to meet recurrent training requirements?

Any AMT or AMT(T) with an aircraft rating who meets the prescribed work experience requirements and wishes to exercise, for compensation or hire, the privileges of that certificate and rating is now required to complete recurrent training within the preceding 24 months.

I don't work for compensation or hire. Do I have to comply with the new recurrent training requirements?

No. Part 66 does not contain any requirement for those AMTs and AMT(T)s who do not exercise the privileges of their certificates for compensation or hire to receive recurrent training.

I work for an air carrier with a maintenance training program; do I have to meet these new recurrent training requirements?

The changes made with the implementation of part 66 do not pose any additional recurrent training requirements on AMTs and AMT(T)s who are employed by certificate holders under parts 121, 135, and those part 145 operators with required maintenance and preventive maintenance training programs. AMTs and AMT(T)s who participate in training programs provided by these certificate holders need not obtain any additional recurrent training.

The new changes only affect those AMTs and AMT(T)s who wish to exercise the privileges of their certificates for compensation or hire and do not receive recurrent training through a maintenance and preventive maintenance training program provided by a part 121, 135, or 145 certificate holder.

How much recurrent training must I receive?

Although the FAA strongly supports the concept of recurrent training for aviation maintenance, the new regulations do not require that recurrent training consist of a minimum number of hours during a specified period. Therefore, if an AMT or AMT(T) successfully completes any course of instruction appropriate to the duties of an AMT or AMT(T), regardless of its length, the recurrent training requirement is met. Although no specific hourly requirement has been established, the completion of ongoing FAA studies to determine the scope and depth of recurrent training may result in a more specific requirement in the future.

What type of recurrent training do I have to complete to retain my certificate privileges?

AMTs and AMT(T)s not currently participating in maintenance and preventive maintenance training programs that meet the requirements of part 121, 135, or 145 may use a number of methods to meet the recurrent training requirement of part 66. Successful completion of a refresher course, inspection authorization refresher course, any phase of the FAA Wings program, or other training appropriate to the duties of an AMT can be used by AMTs and AMT(T)s to satisfy the recurrent training requirement.

The FAA considers training appropriate to the duties of an AMT or AMT(T) to consist of any training that will enhance the trainee's understanding of current maintenance practices pertaining to type-certificated products or the appliances, components, or parts used in

those products. This training can be broad-based in nature, but the training should be related to the maintenance, preventive maintenance, repair, alteration, or operation of aircraft. This training may consist of either formal training (e.g., an inspection authorization refresher course, manufacturer's maintenance training course, maintenance seminar, aviation ground school, formal classroom or practical training), or informal training (e.g., on-the-job training, flight training, home-study training). In recognition of new training methods and techniques, recurrent training provided through a task analysis training system or a self-study or video course is also considered acceptable. The training is not required to be type specific. Completion of a course dealing with general maintenance practices, therefore, may also be used to satisfy recurrent training requirements. Completion of training that provides a review of regulations applicable to the duties of an AMT or AMT(T) is also an acceptable means of satisfying the recurrent training requirement.

Completion of recurrent training is only one of a number of prerequisites that need to be met prior to the exercise of certificate privileges. An individual may therefore comply with recurrent training requirements but still may not be able to exercise specific certificate privileges.

How do I demonstrate compliance with the new recurrent training requirement?

A certificate of course completion, a training course attendance roster, a home-study course enrollment certificate, or an on-the-job training record are acceptable means of demonstrating compliance. Documentation should include a description of the training received and the date(s) on which the training was received. When this documentation is unavailable, an AMT or AMT(T) may self-certify compliance with the recurrent training requirement; however, such a declaration is subject to verification by the FAA. An AMT or AMT(T) is not required to retain any additional documentation to establish currency for the exercise of certificate privileges.

AVIATION MAINTENANCE INSTRUCTORS

I understand that the new regulations establish an aviation maintenance instructor rating; what do I have to do to get this rating?

To obtain an aviation maintenance instructor rating you must: (1) possess a current and valid AMT or AMT(T) certificate for at least 3 years prior to application, (2) present evidence that you have been engaged in the maintenance of aircraft for a period of at least 2 years, and (3) pass a knowledge test on instructional proficiency. Under certain circumstances where the applicant can demonstrate teaching proficiency, the knowledge test need not be taken.

Remember that a mechanic certificate with airframe and powerplant ratings is equivalent to an AMT(T) certificate. The time that you have held a mechanic certificate can therefore be applied to satisfying these requirements.

When is an aviation maintenance instructor rating required?

In shop classes at aviation maintenance technician schools, a certificated aviation maintenance instructor is required for each 25 students in the class.

Can instructional time be used to satisfy recurrent training requirements?

Yes. An aviation maintenance instructor providing instruction for a part 147 aviation maintenance training program, manufacturer's training program, or a certificate holder's training program, or serving as the direct supervisor of individuals providing this aviation maintenance instruction can use this experience to meet recurrent training requirements.

INSPECTION AUTHORIZATION

I have an inspection authorization; will I lose any inspection authorization privileges?

No. The holder of any inspection authorization will continue to have the same privileges after *[the effective date of the rule]* as that individual had prior to the implementation of the new regulations.

After *[the effective date of the rule]*, inspection authorizations will be issued to holders of both AMT and AMT(T) certificates. To exercise inspection authorization privileges on aircraft certificated under part 25 or part 29, an individual is required to possess an AMT(T) certificate.

Do the new regulations change the requirements for obtaining an inspection authorization?

Yes. An individual applying for an inspection authorization for the first time must complete an inspection authorization refresher course during the 12 months prior to application.

How have the new regulations changed the requirements for the renewal of inspection authorizations?

Prior to the implementation of the new regulations, an inspection authorization was valid for a 12-month period ending on the last day of March each year. An inspection authorization is now valid for a 24-month period ending on the last day of the 24th month after the inspection authorization's issuance.

Because the new regulations extend the duration of the inspection authorization to 24 months, an individual seeking to renew an inspection authorization by completing an inspection authorization refresher course is required to complete 16 hours of instruction during the 24-month period.

An individual possessing an AMT(T) certificate is also required to perform any inspections required for renewal on aircraft certificated under part 25 or part 29 if the individual intends to exercise inspection authorization privileges on aircraft certificated under these parts.

AVIATION REPAIR SPECIALISTS

What is the new "portable" aviation repair specialist certificate?

The new "portable" certificate is an aviation repair specialist certificate issued on the basis of proficiency in a designated specialty area. It is also called an ARS-I certificate. The qualifications for the issuance of this certificate are based on nationally and internationally recognized standards that the FAA considers essential for the performance of work in a highly specialized area. These standards are developed by the aviation maintenance industry and are contained in advisory material.

In what types of specialties may I obtain the new ARS-I certificate?

The FAA will issue aviation repair specialist certificates with ratings based on proficiency in the areas of nondestructive inspection (NDI), composite structure repair, metal structure repair, and aircraft electronics. Although the FAA has defined a number of specialty areas, additional specialty areas are also under consideration (such as glider and hot air balloon repair). New and previously unknown disciplines may also emerge as specialty areas, as technology advances.

Can I leave my place of employment and still retain the ARS-I certificate?

Yes. An ARS-I certificate is issued directly to the individual and is not held by an aviation maintenance organization, as is the practice with repairman certificates. A person can therefore leave the employment of any of these organizations yet still retain the certificate.

As an ARS-I certificate holder, can I leave my place of employment and continue to exercise certificate privileges?

An individual intending to exercise the privileges of the certificate may only perform those tasks for which the individual is certificated while employed by a certificated repair station, commercial operator, or air carrier because the approval for return-to-service authority rests with the employer and not the ARS–I certificate holder.

After leaving the employment of a certificate holder, the individual will not be able to exercise the privileges of the ARS-I certificate until he or she has obtained a new position with another certificated repair station, commercial operator, or air carrier.

Since the holder of the ARS-I certificate has demonstrated a recognized level of proficiency to obtain the certificate, it is not necessary to reapply for the certificate every time the individual changes his or her place of employment.

What must I do to obtain the ARS-I certificate?

The ARS–I certificate requires the completion of an approved training course or program in the specialty area sought. This training and certification ensures the technical competency of the individual. An individual may obtain this new certificate by demonstrating satisfactory completion of an approved aviation repair specialist training course. Prior to *[12 months after the effective date of the rule]*, an applicant may also obtain the certificate by demonstrating the ability to perform those tasks appropriate to the certificate and rating sought.

An applicant could demonstrate the ability to perform tasks appropriate to the rating sought by presenting a current repairman certificate with a rating that requires a level of competency equivalent to that required for the issuance of an ARS-I certificate (e.g., a repairman certificate with an NDI rating).

An individual possessing a mechanic certificate with an airframe rating should not apply for an ARS-I certificate in metal structure repair or composite structure repair, as the privileges of the aviation repair specialist certificate are encompassed in the privileges of the mechanic certificate.

Does an ARS-I certificate holder have to meet any currency requirements?

An ARS-I certificate holder must maintain currency by meeting the current qualifications and proficiency requirements for the issuance of the certificate and rating in the designated specialty area. Currency is maintained through training to a proficiency-based standard established by industry and accepted by the FAA. This is demonstrated by competency to perform required tasks, and not through completion of a specified number of hours of training.

I'm an experimental aircraft builder; how will these new regulations affect me?

The current repairman certificate-experimental aircraft builder is equivalent to the aviation repair specialist certificate issued to experimental aircraft builders (ARS-III). The privileges and limitations of these certificates are identical.

SPECIAL ISSUES

I work for an airline that engages in overseas operations; if all maintenance personnel are required to read, speak, and understand English, will the airline continue to be able to use foreign personnel who do not speak English to maintain aircraft overseas?

In certain circumstances, the issuance of an AMT, AMT(T), or ARS certificate to an individual who does not read, write, speak, and understand English may be necessary to ensure the continued airworthiness of U.S.-registered aircraft operating outside the United States. Only in such limited instances where no FAA-certified AMT, AMT(T), or ARS who can read, write, speak, and understand English is available to maintain a U.S.-registered aircraft overseas, will the FAA issue a certificate. Any certificate issued to these persons will contain an endorsement specifying that the certificate is valid only outside the United States and that the certificate holder may only exercise the privileges of the certificate while employed by a specific operator or certificate holder. These restrictive

endorsements preclude any use of the certificate's privileges to perform work at more than the original place of employment.

I have completed almost 90 percent of my aviation maintenance technician school training and was forced to move prior to completing the training; the closest aviation maintenance technician school is now over 100 miles from my new home; can the new regulations provide me with any assistance?

Yes. The new regulations recognize an equivalent combination of formal training and work experience. You must, however, demonstrate that you have received an amount of training and experience equal to the training required for AMT certificate applicants specified in part 147.

Issuance of the certificate in this manner is based upon demonstrated need and a finding that you are able to safely exercise the privileges of the certificate and rating. You will be required to show that the work experience used to satisfy part 147 training requirements that have not been completed is of equivalent scope and detail to ensure proficiency in those tasks specified in the part 147 training curriculum.

Additional information regarding the new certification regulations for aviation maintenance personnel may be obtained from:

Aircraft Maintenance Division
AFS-300
Federal Aviation Administration
800 Independence Ave. SW.
Washington, DC 20591

FAA Action

federal register

Wednesday
August 17, 1994

Part VI

Department of Transportation

Federal Aviation Administration

14 CFR Parts 65 and 66

Revision of Certification Requirements: Mechanics and Repairmen; Proposed Rule

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 65, and 66

[Docket No. 27863; Notice No. 94-27]

RIN 2120-AF22

Revision of Certification Requirements: Mechanics and Repairmen

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This notice proposes to amend the Federal Aviation Regulations (FAR) that prescribe the certification and training requirements for mechanics and repairmen. Current regulations prescribing these certification requirements do not reflect the significant technological advances that have occurred in the aviation industry and the enhancements in training and instructional methods that have affected all aviation maintenance personnel. The proposed rule would consolidate and clarify all certification, training, experience, and currency requirements for aviation maintenance personnel in a newly established Part 66 of the FAR. The proposal would enhance aviation safety by establishing new training programs for aviation maintenance personnel and would decrease the regulatory burden on these personnel by providing alternatives for meeting experience and currency requirements. The proposed rule would enhance the technical capabilities and increase the level of professionalism among aviation maintenance personnel. All proposals are based on recommendations developed by the Aviation Rulemaking Advisory Committee (ARAC).

DATES: Comments must be submitted on or before October 17, 1994.

ADDRESSES: Comments on this notice should be mailed, in triplicate, to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket (AGC-10), Docket No. 27863, 800 Independence Avenue SW., Washington, DC 20591. Comments delivered must be marked Docket No. 27863. Comments may be examined in Room 915G weekdays between 8:30 a.m. and 5 p.m., except on Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Leslie K. Vipond, AFS-302, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3269.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the environmental, energy, federalism, or economic impact that might result from adopting the proposals in this notice are also invited. Substantive comments should be accompanied by cost estimates, if appropriate. Comments should identify the regulatory docket or notice number and should be submitted in triplicate to the Rules Docket address specified above. All comments received on or before the closing date for comments specified will be considered by the Administrator before action is taken on this proposed rulemaking. The proposals contained in this notice may be changed in light of comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a preaddressed, stamped postcard on which the following statement is made: "Comments to Docket No. 27863." The postcard will be date stamped and mailed to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-220, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM.

Persons interested in being placed on the mailing list for future NPRMs should request from the above office a copy of Advisory Circular (AC) No. 11-2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

Background

In keeping with the FAA's policy of reviewing and upgrading regulations to ensure that they are consistent with changes in the aviation environment, the FAA is conducting a two-phase regulatory review to amend Part 65, Subparts D and E (14 CFR Part 65) of the FAR, which pertain to mechanics, mechanics holding inspection authorizations, and repairmen. Since the recodification requirements for these airmen has not been accomplished and few significant revisions to the subparts have been made. However, numerous technological advances in the aviation industry, recent FAA and international regulatory activities, concerns over aging aircraft, and enhancements in training methods have significantly affected all aspects of maintenance operations. Additionally, various and often conflicting interpretations of the existing regulations periodically have resulted in confusion among the airmen for whom this part was intended. Because of these factors, the FAA has instituted this complete regulatory review of Part 65, Subparts D and E.

In November 1989, a joint industry/FAA Part 65 review group was formed to evaluate and review certification requirements for mechanics and repairmen. The review group's objective was to develop and present a unified position on Part 65. The group comprised representatives from several aviation associations and was coordinated by the Professional Aviation Maintenance Association (PAMA). FAA interests were represented by the Aircraft Maintenance Division (AFS-300) of the FAA.

The review group conducted a series of panel discussions throughout the United States and, as a result, drafted the *Industry/FAA Part 65 Review Group Working Paper*, which was published on January 31, 1991. This paper presented the issues of general agreement within the review group and also presented those issues that the group believed would require further discussion.

Further impetus for the Part 65 review came with ARAC's establishment. The ARAC charter became effective on February 5, 1991. ARAC was established to assist the FAA in the rulemaking process by providing input from outside the Government on major regulatory issues affecting aviation safety. ARAC includes representatives of air carriers, manufacturers, general aviation, labor groups, universities, associations, airline passenger groups, and the general public. Under the framework provided by ARAC, the previously established Part 65 review group became a working group of ARAC. ARAC's formation has given the FAA additional opportunities to solicit information directly from significantly affected parties who meet and exchange ideas about proposed rules and existing rules that should either be revised or eliminated.

The issues agreed upon by the review group in the January 31, 1991, working paper and the consensus achieved at subsequent meetings of the Part 65 working group have become the basis for the changes proposed in this NPRM, which constitute phase I of the Part 65 regulatory review. The issues that require further discussion and agreement by the members of the working group (such as the evaluation of any potential for additional certificates and ratings and the expansion of aviation repair specialist privileges) will become the basis for phase II of the regulatory review and a subsequent NPRM.

In support of this regulatory review, the FAA completed a historical review of Part 65, Subparts D and E, on October 22, 1991. This review revealed that there have been 17 amendments (1 of which was rescinded), 3 petitions for rulemaking, and 108 exemption actions to these subparts since recodification. In addition, one accident, the Aloha Airlines Boeing 737 structural failure on April 28, 1988, generated National Transportation Safety Board (NTSB) recommendations related to these subparts.

The three petitions for rulemaking addressed issues associated with establishing certificates and ratings for avionics and instrument technicians, recertifying mechanics, and allowing applicants for mechanic certificates who desire to qualify on the basis of experience and have not graduated from an approved Part 147 aviation maintenance technician school to take the oral and practical tests for a certificate or rating before completing the required written tests.

The majority of requests for exemption, FAA policy letters, and legal interpretations regarding mechanics pertained to inspection authorization renewal or the general eligibility and experience requirements. The majority of actions concerning repairmen involved certificate privileges and limitations.

The FAA also conducted a survey of FAA regional offices on the certification of mechanics, holders of inspection authorizations, and repairmen during 1991. A copy of this survey has been placed in docket number 27863. The survey questions were derived from issues that surfaced during FAA participation in listening sessions with aviation industry associations and the International Civil Aviation Organization (ICAO) Aircraft Maintenance Engineer Licensing Panel and from issues identified in legal interpretations, petitions for exemption, petitions for rulemaking, and enforcement actions.

Results of this survey showed clear support for: (1) replacing the term "mechanic" with "aviation maintenance technician"; (2) developing a system for granting additional privileges and limitations for mechanics; (3) encouraging additional FAA participation with ICAO and other aviation authorities to standardize training and certification of maintenance personnel; (4) using aviation maintenance instructor experience to satisfy recent experience requirements; (5) clarifying § 65.75(b), written test requirements; (6) adding "facsimile" to § 65.19; and (7) developing a separate certificate or rating for balloon repairmen. The majority of the respondents supported changes in the English-language requirements for both mechanics and repairmen, the continued acceptance of military aircraft maintenance experience as the basis for airframe and powerplant mechanic certification, and changing the units of time used in § 65.77 to designate experience requirements for mechanics from months to hours.

General Discussion of the Proposal

The proposals developed during phase I of the Part 65 regulatory review and set forth in this NPRM cover a broad range of issues affecting the certification of aviation maintenance personnel. The proposals included in this NPRM would: (1) establish a separate part for aviation maintenance personnel; (2) remove gender specific terms from the current regulations; (3) change the term "mechanic" to "aviation maintenance technician"; (4) change the term "repairman" to "aviation repair specialist"; (5) establish the equivalency of the aviation maintenance technician and aviation repair specialist certificates with current certificates; (6) allow facsimiles to be used in the process of replacing lost or destroyed aviation maintenance technician and aviation repair specialist certificates; (7) require applicants to demonstrate English-language proficiency by reading and explaining appropriate maintenance publications and by writing defect and repair statements; (8) discontinue the certification of aviation maintenance personnel who are employed outside the United States and are not proficient in the English language; (9) require all aviation maintenance technician applicants to pass a written test that would examine their knowledge of all applicable maintenance regulations; (10) clarify the requirement that each applicant for an aviation maintenance technician certificate pass all sections of the written test before applying for oral and practical tests; (11) recognize new computer-based testing methods; (12) specify all experience requirements in hours instead of months; (13) establish a basic competency requirement for aviation maintenance technicians; (14) allow aviation maintenance technicians to use equipment-specific training as an additional means to qualify for the exercise of certificate privileges; (15) permit aviation maintenance instructors to use instructional time to satisfy currency requirements; (16) establish training requirements for aviation maintenance technicians who desire to use their certificates for compensation or hire; (17) extend the duration of an inspection authorization from 1 to 2 years; and (18) expand the renewal options available to the holder of an inspection authorization.

This preamble addresses the proposed changes through a discussion of the principal issues and in a section-by-section general analysis of the proposed rule.

Principal Issues

Establishment of a Separate Subpart for Aviation Maintenance Personnel

The FAA proposes to establish a new Part 66 under the title, Certification: Aviation Maintenance Technicians and Aviation Repair Specialists. This new part would be created by removing Subparts D (Mechanics) and E (Repairmen) from the current Part 65 and using these existing subparts as the nucleus for the newly created Subparts B (Aviation Maintenance Technicians) and C (Aviation Repair Specialists) under Part 66. The sections of the current Part 65 Subpart A (General) that apply only to aviation maintenance personnel would be included in Subpart A of the proposed Part 66.

In addition to regulating the certification requirements for aviation maintenance personnel, Part 65 also currently regulates the certification of airmen such as aircraft dispatchers, air traffic controllers, and parachute riggers, whose certification requirements and duties differ markedly from those of aviation maintenance personnel. Currently, there are more than 145,000 certificated mechanics and repairmen. The number of certificated aviation maintenance personnel is second only to the number of certificated pilots. Aviation maintenance personnel work in all aspects of the aviation environment, perform tasks vastly different from those performed by other airmen, and are affected by training and currency requirements that are

substantially more extensive than those affecting other airmen currently regulated by Part 65.

The aviation maintenance sector is one of the most complex sectors of the aviation community and all aviation maintenance personnel must possess many technical skills. The addition of this part to the FAR is warranted because of the complexity of the certification and training requirements affecting aviation maintenance personnel. In addition, the certification requirements for aviation maintenance personnel are expanding under this proposed rule, and additional certificates and ratings are proposed for creation under phase II of the regulatory review.

Removal of Gender-Specific Terms

In accordance with the FAA's policy of implementing gender-neutral regulations and maintaining conformity with other recently revised airman certification regulations that are now gender-neutral, and in view of the increased role of women in the aviation maintenance profession, the FAA proposes to eliminate all gender-specific references in current Part 65 and proposed Part 66. These changes are reflected in the proposed amendment; however, specific changes are not listed in the section-by-section general analysis.

Redesignation of the Term "Mechanic"

Because of changes in aircraft technology, the amount of specialized training required to perform aviation maintenance has increased significantly since the introduction of the term "mechanic." The highly complex and technical field of contemporary aviation maintenance requires substantially more than the manual skills typically associated with individuals classified as mechanics. The FAA asserts that the term "aviation maintenance technician" more completely describes the type of skills necessary to maintain today's complex aircraft and more accurately reflects the level of professionalism found in the aviation maintenance industry. Additionally, adoption of the term "aviation maintenance technician" would standardize terminology throughout the aviation industry and make Part 66 consistent with Part 147 of the FAR (which regulates Aviation Maintenance Technician Schools), aviation maintenance trade publications, and many ICAO member states. These changes are reflected in the proposed amendment, however, specific changes have not been listed in the section-by-section general analysis.

Redesignation of the Term "Repairman"

In view of the specialized nature of aviation maintenance tasks performed by currently certificated repairmen, the FAA proposes that the term "aviation repair specialist" replace the current term "repairman." The FAA contends that the term "aviation repair specialist" more accurately reflects the level of expertise required to maintain today's highly complex aviation systems. In addition, the use of the term "aviation repair specialist" would serve to increase the level of professionalism among aviation maintenance personnel. Adoption of the term would also be consistent with the FAA's policy of implementing gender-neutral regulations. These changes are reflected in the proposed amendment; however, specific changes have not been listed in the section-by-section general analysis.

Equivalency of Ratings

Any valid mechanic or repairman certificate would be equivalent to an aviation maintenance technician or aviation repair specialist certificate, respectively. After implementation of this regulation, the holder of a current mechanic or repairman certificate may continue to exercise the privileges of the corresponding aviation maintenance technician or aviation repair specialist certificate and may exchange a current mechanic or repairman certificate for an aviation maintenance technician or aviation repair specialist certificate respectively. Phase I of the regulatory review does not create additional certificates or ratings.

Replacement of Lost or Destroyed Certificates by Facsimile

The proposal would revise current procedures by permitting an airman who has lost a certificate issued under proposed Part 66 to request a facsimile of the certificate from the FAA as confirmation of the certificate's original issuance. The proposal would also allow any request to the FAA to be made by facsimile and would permit the FAA to send directly to the airman a facsimile that the airman may carry as proof of the original certificate's issuance for a period not to exceed 60 days. Adoption of the proposed change would make the rule consistent with current practices implemented by the Airman Certification Branch (AVN–460) at the Aviation Standards National Field Office in Oklahoma City. Current regulations specify the use of telegrams only.

This change reflects advancements in communications technology and would speed access to FAA services by permitting the use of other means, such as telephone facsimile or computer modem, to obtain a replacement certificate. The use of these means would speed the replacement of lost certificates to the airman, thereby decreasing the time during which the airman may not exercise the privileges of a certificate of rating. Similar provisions are under consideration for adoption in other parts of the FAR.

Demonstration of English-Language Proficiency and Removal of Exception Criteria for Applicants Employed Outside the United States Who Are Not Proficient in the English Language

The proposal would require an applicant for an aviation maintenance technician certificate or aviation repair specialist certificate to read, write, speak, and understand the English language, as is currently required for applicants desiring to exercise the privileges of the certificate within the United States. The proposal would require the applicant to demonstrate this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also would eliminate the issuances of certificates to individuals who cannot meet this requirement and are employed solely outside the United States by a certificated U.S. repair station, or a certificated U.S. air carrier.

This proposal recognizes the highly technical nature of aviation maintenance in today's aviation industry. Proficiency with the general terminology of the English language is not sufficient to ensure the competency of an aviation maintenance technician or repair specialist. The individual must be able to understand and master the complex and often very specialized language of airworthiness instructions and other terminology associated with the maintenance of highly sophisticated aviation equipment. In operations conducted at certificated U.S. air carriers, certificated U.S. commercial operators, and U.S.-certificated repair stations, the vast majority of technical information is conveyed in the English language. The FAA has determined that the proposed rule would guarantee a level of competency that would ensure that an applicant for either certificate is able to use all relevant maintenance publications effectively.

The FAA also proposed that the current exception, which permits the certification of mechanics (aviation maintenance technicians) who are employed outside the United States and are not proficient in the English language, be deleted. The current

airframe, powerplant, and general written tests for mechanics are all written in the English language. Applicants taking these tests must be proficient in the English language to complete these examinations successfully; therefore, the exception is not necessary.

Although repairmen (aviation repair specialists) are not required to take written tests, these individuals also work in environments that require more than mere proficiency in the English language. Because the FAA does not certify repairmen working under U.S.-certificated foreign repair stations and because of the need for all certificated repairmen to understand technical material written in English, the FAA also proposed that all repairmen (aviation repair specialists) demonstrate proficiency in the English language and that the exception allowing individuals who are not proficient in the English language to be certificated to work only outside the United States be deleted.

Current holders of a mechanic or repairman certificate, who do not meet the English language requirement and are employed outside of the United States by a certificated U.S. air carrier or a certificated U.S. repair station, would continue to exercise the privileges of their certificate without a further showing of competency. Their certificates would remain endorsed "Valid only outside of the United States."

Establishment of a Requirement for Aviation Maintenance Technicians To Pass a Written Test on all Applicable Provisions of Chapter 14

Current regulations require an applicant for a mechanic (aviation maintenance technician) certificate to pass a written test that includes the applicable provisions of Parts 43 and 91 of this chapter. Because contemporary maintenance operations require the applicant to understand certification and maintenance regulations other than those found solely in Parts 43 and 91, the FAA proposes amending the knowledge requirements for the certificate to require an applicant to pass a written test on the applicable provisions of the entire chapter.

Clarification of Requirement To Pass all Sections of the Written Test Before Applying for the Oral and Practical Tests

There has been some confusion among applicants for the mechanic (aviation maintenance technician) certificate who are not enrolled at Part-147-approved aviation maintenance technician schools regarding the language of § 65.75(b). This section requires an individual to pass each section of the written test before applying for the oral and practical tests prescribed by § 65.79. The FAA believes that it is essential that the applicant display knowledge of the equipment and procedures to be used by the applicant before the oral and practical tests are given. The applicant must possess adequate knowledge before being permitted to take the oral and practical tests, because it is this knowledge that enables an applicant to solve practical problems and demonstrate the ability to perform the work of a certificated aviation maintenance technician. In addition, when taking an oral or practical test, an applicant for a certificate must handle complex equipment; a lack of knowledge about the use of that equipment could injure the applicant or others. Therefore, the FAA has clarified the current requirement by proposing amendatory language that would require all applicants, except students at an approved Part 147 aviation maintenance school, to pass all sections of the written test before applying for the oral and practical tests.

Recognition of New Written Testing Methods

In the area of written testing, the FAA recognizes recent developments in training and testing technology. Because the results of some written tests, such as those from recently approved computer-based testing, can be made immediately available to the applicant, the FAA proposes that a report of the written test be made available, as opposed to sent, to an applicant who has taken the examination using computer-based testing.

Specification of Experience Requirements in Hours

The FAA proposes that experience requirements for aviation maintenance personnel, currently expressed in months, be expressed in an equivalent number of hours. A change to the hourly experience requirements would give the FAA and the aviation industry a simpler method of measuring and verifying work experience. The proposed revision also would enable aviation maintenance personnel working in part-time positions to better quantify their work experience. FAA Order 8300.10, Airworthiness Inspector's Handbook, currently permits the practice of measuring part-time experience requirements in hours. The proposed rule would expand this current practice by measuring both part-time and full-time experience in hours. Equivalent levels of full time experience are: 6 months/1000 hours; 18 months/3000 hours; 30 months/5000 hours.

Establishment of Basic Competency Requirements

Currently § 65.79, Skill requirements, requires an applicant for a mechanic certificate to pass an oral and practical test covering the applicant's skills in performing practical projects covered by the written test. Because of the complexity of current aviation maintenance operations, the FAA proposes to establish a broad-based competency requirement in § 66.79 that encompasses more than the skill requirements included in the current regulation.

Current interpretations of the existing regulation tend to emphasize the evaluation of basic skills that often concentrate solely on tasks involving manual dexterity. Although mastery of these basic skills is invaluable, the FAA asserts that a more comprehensive level of competency, based on current aviation maintenance practices, is required of aviation maintenance technicians. The proposed rule would expand the evaluation of aviation maintenance technician applicants to include a demonstration of competency in technical tasks and aircraft maintenance more appropriate to the current aviation environment and the certificate and rating sought.

Use of Equipment-Specific Training to Qualify for Certificate Privileges

Through the use of equipment-specific training, the proposal would provide the holder of an aviation maintenance technician certificate with an additional means to remain qualified to approve and return to service any aircraft, appliance, or part for which that person is rated and to supervise the maintenance, preventive maintenance, alteration, and return to service of these aircraft, appliances, and parts.

Under the current regulation, a certificate holder may supervise maintenance operations or approve and return to service an aircraft, appliance, or part if the certificate holder has: (1) previously performed the work; (2) performed the work to the satisfaction of the Administrator; or (3) performed the work under the direct supervision of a certificated mechanic or repairman who has had previous experience with that specific task.

The proposal would allow the aviation maintenance technician to use equipment-specific training to obtain the competency necessary to supervise these operations or approve an item for return to service without previously

having performed the work that is anticipated. Through the adoption of equipment-specific training to satisfy this experience requirement, the FAA recognized enhancements in aviation maintenance training that can provide the aviation maintenance technician with technical knowledge equal to knowledge gained in the work environment. However, in allowing training to replace actual work experience, the FAA would require a high level of specificity between the training and the actual work to be preformed or supervised. Therefore, the proposal would require that the training used to satisfy this requirement be unique to the specific equipment on which the work is to be performed. A course of instruction detailing the maintenance practices for the same make and model aircraft on which an aviation maintenance technician will perform work, or a course of instruction detailing the overhaul procedures for a specific part or appliance, for example, would satisfy the provisions of the proposed rule. Such courses may be provided by any manufacturer, individual, or organization whose training has been found acceptable to the Administrator.

Training of a more general nature, which may be used to satisfy currency requirements as proposed in § 66.83, may not be sufficiently specific to allow an aviation maintenance technician to perform work on a specific aircraft, part, or appliance. For example, a course in the FAR applicable to maintenance procedures would not satisfy the provisions of proposed § 66.81 but could be used to satisfy the provisions of proposed § 66.83.

The FAA also proposes to clarify the intent of the current regulation by proposing amendatory language that would allow a certificate holder, who desires to exercise supervisory, return to service, or approval responsibilities, to demonstrate the ability to perform the work to the satisfaction of the Administrator. The current regulation requires actual performance of the work.

Use of Instructional Time by Aviation Maintenance Instructors to Satisfy Currency Requirements

Under current § 65.83, there are no provisions for allowing individuals involved in aviation maintenance instruction to use that experience for maintaining the currency required to exercise the privileges of their certificate and ratings. The FAA recognizes that the experience gained while providing aviation maintenance instruction or directly supervising other aviation maintenance instructors is commensurate with the experience obtained while directly performing aviation maintenance. The FAA already recognizes this experience in current § 65.91(c)(2). Within that section the phrase "actively engaged" includes instructors who are exercising the privileges of their certificate and ratings at an aviation maintenance school certificated under Part 147 of this chapter. Therefore, the FAA proposes to allow the use of instructional time also to satisfy currency requirements.

Under the proposed rule, a certificate holder would qualify to maintain currency by serving as an aviation maintenance instructor or by directly supervising other aviation maintenance instructors under his or her certificate or rating. The instruction concerned would have to be directly related to aviation maintenance and acceptable to the Administrator, so that the time an individual spends providing instruction or directly supervising other instructors is equivalent to the experience gained while performing aviation maintenance tasks. For example, instructional time provided at Part 147 aviation maintenance technician schools or under an approved air carrier maintenance training program would be acceptable and would meet the intent of the proposed rule.

The purpose of currency requirements is to ensure that all aviation maintenance technicians are familiar with current maintenance practices and the applicable FAR. The aviation maintenance instructor must keep abreast of current maintenance practices in a wide variety of disciplines to provide the high quality instruction required. Aviation maintenance instructors perform a critical function in the aviation maintenance education process, and the FAA believes that the adoption of the proposed rule would recognize this importance.

Establishment of Training Requirements for Certificated Aviation Maintenance Technicians Exercising the Privileges of their Certificates for Compensation or Hire

Under current Part 65, there are no specific provisions that require the training of certificated mechanics. Current regulations ensure that certificated aviation maintenance technicians supporting operations under Parts 121, 127, 135, and 145.2(a) are informed fully about procedures, techniques, and new equipment in use through participation in maintenance and preventive maintenance training programs. In an effort to ensure that all aviation maintenance technicians are informed of current maintenance practices in the rapidly changing aviation maintenance environment, the FAA proposes the adoption of refresher training, requalification training, and other training appropriate to the duties of the aviation maintenance technician, for aviation maintenance technicians who use their certificates for compensation or hire and do not participate in the maintenance and preventive maintenance training programs referenced above. This proposal would ensure that all aviation maintenance technicians who exercise the privileges of their certificates for compensation or hire and have the sole responsibility for ensuring the airworthiness of the equipment on which they perform maintenance meet training requirements similar to those currently in place for aviation maintenance technicians supporting operations under Parts 121, 127, 135, and 145.2(a). In addition, this proposal would also ensure that aviation maintenance technicians who support U.S. certificated repair stations that do not have maintenance and preventive maintenance training programs receive comparable training.

Under the proposed rule, an aviation maintenance technician who meets the prescribed work experience requirements and wishes to exercise the privileges of the certificate or rating for compensation or hire would be required to complete refresher training or other training appropriate to the duties of an aviation maintenance technician.

An aviation maintenance technician refresher course, inspection authorization refresher course, or a series of such courses that are acceptable to the Administrator and consist of a total of not less than 16 hours of instruction within a 24-month period could be used to satisfy the refresher training requirement. The completion of an inspection authorization refresher course by an aviation maintenance technician who does not hold a current inspection authorization would also constitute completion of the mandatory aviation maintenance technician training requirement. Adoption of such a provision would increase the range of training options available to the aviation maintenance technician and would enhance the individual's understanding of the inspection authorization process.

As an alternative to refresher training, an aviation maintenance technician wishing to exercise the privileges of the certificate and ratings for compensation or hire may complete other training appropriate to the duties of an aviation maintenance technician. This training may be broad based and would consist

of a course or courses of instruction, acceptable to the Administrator, of not less than 16 hours within a 24-month period. Completion of courses dealing with general maintenance practices or regulations applicable to maintenance operations, for example, would satisfy the intent of this proposed rule.

The FAA recognizes that many certificated aviation maintenance technicians, who support Part 91 operations or other maintenance facilities, without maintenance or preventive maintenance training programs in place, receive periodic maintenance training. For example, these aviation maintenance technicians may receive training through aviation training centers or manufacturer's courses. The proposed rule would permit this type of maintenance instruction to be credited toward the hours needed to complete the proposed training requirements, provided the instruction is acceptable to the Administrator.

The training required under this provision, as set forth in proposed § 66.83, encompasses more types of training than the training that may be used to satisfy the provisions of the proposed § 66.81. Therefore, compliance with proposed § 66.83 does not automatically authorize the aviation maintenance technician to perform a specific task. Additionally, equipment-specific training is encompassed within the concept of "training appropriate to the duties of an aviation maintenance technician." Equipment-specific training used by the aviation maintenance technician to satisfy the requirements of proposed § 66.83 also may be used to satisfy the proposed currency requirements. For example, an aviation maintenance technician who received maintenance training on a Gulfstream IV aircraft that enabled the aviation maintenance technician to perform work on that specific aircraft may credit the hours of instruction received toward the training required in proposed § 66.83.

An individual who exercises the privileges of the certificate, but not for compensation or hire, would not need to complete these training requirements. Many of the individuals who do not exercise their privileges for compensation or hire perform only limited work on aircraft that they own or on a limited range of aeronautical equipment. In such cases, knowledge of a broad range of current maintenance technologies is not necessarily required. Although the FAA encourages these personnel to attend refresher training, the FAA has determined that a mandatory training requirement for these individuals is not warranted.

The proposal also sets forth a provision that would permit an aviation maintenance technician who has not exercised the privileges of the certificate within the preceding 24 months to exercise the privileges of the certificate including for compensation or hire by completing requalification training acceptable to the Administrator. A specific minimum time for requalification training has not been specified in the proposed regulation in order to provide instructors and examiners with greater flexibility in assisting non-current aviation maintenance technicians to achieve the required proficiency.

An additional change to the current rule would enhance the ability of non-current aviation maintenance technicians to regain the currency required to exercise the privileges of their certificate and ratings. The proposed rule would allow these individuals to credit the time they work under the supervision of a certificated aviation maintenance technician toward currency requirements.

The holder also may continue to exercise the privileges of the certificate and associated ratings if the Administrator finds that the aviation maintenance technician is competent to exercise those privileges. Passing an oral and practical test with a designated aviation maintenance technician examiner (currently, a designated mechanic examiner (DME)) would satisfy this requirement.

Sections 121.375, 127.137, and 135.433 require that an operator have a training program to ensure that persons performing maintenance or preventive maintenance functions are informed fully about procedures and techniques and new equipment in use. Additionally, § 145.2(a) requires that repair stations performing maintenance for a Part 121 or 127 operator comply with either Part 121, Subpart L (which includes the requirements of § 121.375) or Part 127, Subpart I (which includes the requirements of § 127.137). Compliance with any of these sections meets the intent of the proposed rule. Individuals exercising the privileges of their certificates under the provisions of these sections, therefore, need not comply with the training requirements set forth in the proposed rule.

In addition, an aviation maintenance instructor teaching under an aviation maintenance training program acceptable to the Administrator need not comply with these proposed training requirements. As a result of their position as aviation maintenance instructors, these individuals continually are exposed to current maintenance practices and often disseminate information about new practices, techniques, and equipment to the aviation maintenance community. The intent of the proposed rule would be satisfied because their position requires these individuals to be fully informed about current maintenance practices.

In recognition of enhancements in training technology, the proposed rule also requires successful completion of these courses rather than attendance and successful completion. Therefore, the Administrator may find home study or video courses acceptable for fulfilling the requirements specified in the proposed § 66.83. However, any training should include a substantial review of regulations pertinent to the exercise of the privileges and limitations of the aviation maintenance technician certificate.

This proposal for continued aviation maintenance training addresses concerns such as those expressed in recent proposals to require formal training for all aircraft mechanic applicants. In conjunction with the issuance of a proposed final rule, the FAA will develop policy on the content and conduct of any aviation maintenance technician refresher course, other training appropriate to the duties of the aviation maintenance technician (including equipment-specific training), and requalification training.

Extension of Inspection Authorization Duration

Under the proposed rule, the duration of an inspection authorization would be extended from the current 12 months to 24 months. Extending the duration of the inspection authorization would make the authorization consistent with FAA practices regarding the issuance of other renewable certificates, such as the flight instructor certificate, which is renewed every 24 months. A 24-month renewal cycle would relieve the public of a significant regulatory burden and FAA Flight Standards District Offices of a considerable administrative burden without compromising safety. Modifying the existing training and currency requirements to coincide with the adoption of a 24-month renewal cycle would give holders greater flexibility in meeting regulatory requirements.

Expansion of Inspection Authorization Renewal Options

The proposal would permit the holder of an inspection authorization to use a

combination of annual inspections, inspections of major repairs or major alterations, and progressive inspections to satisfy the renewal requirements for the inspection authorization. Such a provision would give the holder of an inspection authorization much greater flexibility in meeting renewal requirements. To better facilitate the combination of these inspections for the purpose of certificate renewal with other inspection periods currently designated in months, the proposal would change the currently specified 90-day periods for inspections to 3-month periods.

The proposed rule would also permit the holder of an inspection authorization to use participation in current inspection programs recommended by the manufacturer or other inspection programs established by the registered owner or operator under § 91.409(f)(3) or (4) to satisfy renewal requirements. Although an inspection authorization is not required by an aviation maintenance technician in order to participate in these inspection programs, the FAA asserts that the experience gained through participation in such inspection programs is commensurate with the experience currently accepted to obtain the inspection authorization renewal. This proposal would benefit holders of an inspection authorization who are employed by operators that maintain aircraft under a current inspection program yet also maintain an insufficient number of aircraft under other annual inspection programs to provide the holder of the inspection authorization with sufficient renewal options under the current rule. The proposed rule would neither change the privileges of the inspection authorization nor compromise safety because the types of aircraft normally maintained under a current inspection program are often more complex than those maintained under an annual inspection program.

Under the current regulation, the holder of an inspection authorization may renew the inspection authorization by attending and successfully completing a refresher course, acceptable to the Administrator, of not less than 8 hours during the 12-month period preceding the application for renewal. Because the proposal would modify the duration of the inspection authorization to 24 months, it would require that an inspection authorization refresher course or series of courses consisting of a total of not less than 16 hours be taken in the 24 months preceding the application for renewal. The proposed rule would not change the total amount of instruction an applicant is required to complete in the 24-month period preceding the application for renewal.

Section-by-Section Analysis

Part 65

Under the proposal, the title of Part 65 would be amended to reflect the removal of Subparts D (Mechanics) and E (Repairmen) from this part. The proposal would amend the title of Part 65 by revising the title of the part and would specifically list airmen whose certification would continue to be regulated by this part. The title would be changed from "Certification: Airmen Other than Flight Crewmembers" to "Certification: Air-Traffic Control Tower Operators, Aircraft Dispatchers, and Parachute Riggers."

Section 65.1

Section 65.1 currently states that Part 65 is applicable to air traffic control tower operators, aircraft dispatchers, mechanics, repairmen, and parachute riggers. Under the proposal, certification of mechanics and repairmen (aviation maintenance technicians and aviation repair specialists under the proposed rule would be regulated by Part 66. The proposal would revise § 65.1 by limiting the applicability of this part to air traffic control tower operators, aircraft dispatchers, and parachute riggers.

Section 65.3

Section 65.3 prescribes the certification requirements for foreign mechanics. Because the proposal would place the certification for all mechanics under Part 66, this section would be removed from Part 65 and reserved. An equivalent section, § 66.3, is proposed for inclusion in Part 66.

Section 65.11

Currently, § 65.11(d)(2) prohibits a person whose repairman or mechanic certificate is revoked from applying for either of those kinds of certificates for 1 year after the date of revocation, unless the order of revocation provides otherwise. Because the proposal would place the certification of all mechanics and repairmen under Part 66, this paragraph would be removed from Part 65; an equivalent paragraph, § 66.11(d), has been proposed for inclusion in Part 66.

Part 65 Subpart D and Subpart E

The proposal would completely remove Subpart D (Mechanics) and Subpart E (Repairmen) from Part 65 and would establish Subpart B (Aviation Maintenance Technicians) and Subpart C (Aviation Repair Specialists) under Part 66. The new subparts would be based upon the subparts originally found in Part 65.

Part 66

Under the proposal, a new Part 66 prescribing the certification requirements solely for aviation maintenance personnel would be created. Part 66 would include Subpart A (General), Subpart B (Aviation Maintenance Technicians), and Subpart C (Aviation Repair Specialists). Subpart A (General) would be based on Part 65, Subpart A and modified to address regulatory concerns applicable to aviation maintenance technicians and aviation repair specialists. The proposal would establish the new part under the title "Certification: Aviation Maintenance Technicians and Aviation Repair Specialists."

Section 66.1

The proposed § 66.1 sets forth the applicability of Part 66. This proposed section is based upon § 65.1 of the current FAR. This section would limit the applicability of this new part to aviation maintenance technicians and aviation repair specialists.

Section 66.3

The proposed § 66.3 prescribes the certification requirements for foreign aviation maintenance technicians. This proposed section is based on § 65.3 of the current FAR. There are no substantive differences between the proposed section and the current § 65.3.

Section 66.11

The proposed § 66.11 prescribes the application and issuance procedures for a certificate and ratings under this part. This proposed section is based on § 65.11 of the current FAR. There are no substantive differences between paragraphs (a) through (c) of the proposed section and the current § 65.11. Paragraph (d) of the proposed rule would not change the substantive provisions of § 65.11 as it applies to aviation maintenance personnel; however, it differs from the current § 65.11 in that it removes provisions that are only applicable to air traffic control operators, aircraft dispatchers, and parachute riggers.

Sections 66.12, 66.13

The proposed §§ 66.12 and 66.13 are based on current §§ 65.12 and 65.13. These sections refer to offenses involving alcohol or drugs and temporary certificates. There are no substantive differences between these proposed sections for Part 66 and

current corresponding sections in Part 65.

Section 66.15

The proposed § 66.15 is based upon the current § 65.15 and establishes the duration of certificates issued under this part. The proposed rule corrects an earlier omission by including the aviation repair specialist certificate (experimental aircraft builder) among those certificates that are effective until surrendered, suspended, or revoked.

Section 66.16

The proposal would revise current procedures by permitting an airman who has lost a certificate issued under Part 66 to request a facsimile of the certificate from the FAA as confirmation of the certificate's original issuance. The proposal also would allow any request to the FAA to be made by facsimile and would permit the FAA to send directly to the airman a facsimile that may be carried by the airman, for a period not to exceed 60 days, as proof of the original certificate's issuance.

Sections 66.17, 66.18, 66.19, 66.20, 66.21, 66.23

The proposed §§ 66.17, 66.18, 66.19, 66.20, 66.21, and 66.23 are based on current §§ 65.17, 65.18, 65.19, 65.20, 65.21, and 65.23. These sections refer to written test general procedures, cheating or other unauthorized conduct on written tests, retesting after failure, falsification of documents, changes of address, and the refusal to submit to a drug test. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

Part 66 Subpart B

The structure of Part 66, Subpart B, is based upon the current structure of Part 65, Subpart D. Under the proposed rule, the title of Part 66, Subpart B, would become "Aviation Maintenance Technicians."

Section 66.71

The proposed § 66.71 is based upon the current § 65.71 and differs from that section solely in the language of subparagraph (a)(2). The proposal differs from current § 65.71, because in addition to requiring an applicant for an aviation maintenance technician certificate to read, write, speak, and understand the English language, as is currently required, it would require the applicant to demonstrate this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also differs from the current section in that it would eliminate the issuance of certificates to individuals who cannot meet this requirement and who are employed solely outside the United States by a U.S. air carrier.

Section 66.73

The proposed § 66.73 would establish the ratings issued under this subpart. This proposed section is based on current § 65.73. The proposal would revise current paragraph (b), to establish the equivalency of the current mechanic certificate and the proposed aviation maintenance technician certificate. The proposal also provides for the exchange of corresponding certificates and ratings.

Section 66.75

The proposed § 66.75 would establish the knowledge requirements for certificates and ratings issued under this part.

This proposed section is based on current § 65.75. The proposed revisions to the current knowledge requirements encompass the current requirement that the applicant be tested in the applicable provisions of Parts 43 and 91 of this chapter and also expand the knowledge required of an applicant by requiring the applicant to pass a written test that includes material on all applicable provisions of this chapter.

To clarify the existing language of § 65.75, the proposed revisions would require the applicant to pass all sections of the written test (as opposed to each section) before applying for the oral and practical tests for the certificate or rating sought.

Because of the increased use of computer-based testing, the proposal would require a report of the written test to be made available to the applicant upon completion of the test. The current section requires the FAA to send the applicant a report.

Section 66.77

The proposed § 66.77 would establish the experience requirements for certificates and ratings issued under this part. This proposed section is based on current § 65.77. The proposed revisions to the current experience requirements would result in experience requirements being specified in hours instead of months. All proposed experience requirements are approximate equivalents of the current full-time experience requirements.

Section 66.79

The proposed § 66.79 would establish the competency requirements for applicants attempting to obtain a certificate or rating under this part. This proposed section is based on current § 65.79. The proposed revisions to the current section establish a basic competency requirement for an aviation maintenance technician by requiring the applicant to demonstrate competency in performing tasks appropriate to the rating sought. The proposal would also clarify the existing regulation to ensure that an applicant passes both an oral and a practical test appropriate to the rating sought.

Section 66.80

The proposed § 66.80 prescribes specific requirements for the testing of certified aviation maintenance technician school students. This proposed section is based on current § 65.80 with no substantive differences.

Section 66.81

The proposed § 66.81, based on current § 65.81, would define the privileges and limitations of a certificate holder under this part. The proposed revision to the current privileges and limitations of certificate holders would clarify and expand the manner in which an aviation maintenance technician may become qualified to supervise the maintenance, preventive maintenance, or alteration of any aircraft, or approve and return to service any aircraft or appliance, or part thereof, for which that person is rated. The proposal would provide the holder of an aviation maintenance technician certificate with additional means to qualify for the exercise of these privileges. In addition to the means specified in the current § 65.81, the holder may exercise the privileges mentioned above if the aviation maintenance technician has received the equipment-specific training or has performed the work under the direct supervision of a certificated and appropriately rated aviation maintenance technician or certificated aviation repair specialist who has also received equipment-specific training.

Additionally, the proposal would clarify § 65.81 by permitting the holder of an aviation maintenance technician certificate to exercise the privileges of the certificate and ratings by demonstrating the ability to perform the work to the satisfaction of the Administrator. The current regulation requires actual performance of the work.

The proposed regulation would require that the work recognized under proposed § 66.81 be performed after the individual has been certificated as an aviation maintenance technician. Work performed while an individual is in training for certification as an aviation maintenance technician may not

necessarily be of the same quality required for the return to service of an article, and therefore would not be credited toward satisfying the requirements specified in § 66.81.

The proposal also would require that a certificated aviation maintenance technician understand all current maintenance instructions (as opposed to maintenance manuals) for the specific operation concerned in order to exercise the privileges of the certificate and rating.

Section 66.83

The proposed § 66.83 would prescribe the specific currency requirements for aviation maintenance technicians. This proposed section is based on current § 65.83, Recent experience requirements. The proposal would provide the holder of an aviation maintenance technician certificate with additional means to maintain the currency required to exercise the privileges of the certificate and ratings. In addition to the means currently specified in § 65.83(a), the proposal would allow the aviation maintenance technician to maintain the currency required to exercise the privileges of the certificate, if the person served as an aviation maintenance instructor under an aviation maintenance training program acceptable to the Administrator, directly supervised other aviation maintenance instructors, who are serving under an aviation maintenance training program acceptable to the Administrator, or served under the supervision of a certificated aviation maintenance technician. The proposal also would allow the use of any combination of the proposed and current methods to maintain currency.

The proposal would create a new subparagraph that would require the successful completion of refresher training or training appropriate to the duties of an aviation maintenance technician if the individual desires to exercise the privileges of the certificate or ratings for compensation or hire. The refresher training may consist of an aviation maintenance technician refresher course, an inspection authorization course, or a series of courses, acceptable to the Administrator, of not less than 16 hours of instruction. Training appropriate to the work to be performed must also be acceptable to the Administrator and consist of not less than 16 hours of instruction.

The proposal would not require all aviation maintenance technicians to complete the new training requirements. An aviation maintenance technician, who within the preceding 24 months exercised the privileges of the certificate and ratings for a certificate holder authorized to operate under the provisions of Parts 121, 127, 135, or for a U.S.-certificated repair station that performed work in accordance with § 145.2(a) or conducted a maintenance and preventive maintenance training program, would not be subject to the proposed training requirements. Additionally, aviation maintenance instructors teaching under an aviation maintenance training program that is acceptable to the Administrator need not complete the proposed training requirements.

The proposal sets forth an additional provision that would permit the aviation maintenance technician to exercise the privileges of the certificate for compensation or hire if the certificate holder successfully completes a requalification course acceptable to the Administrator.

The proposed revision to the current regulation would change the 6-month currency requirement to be specified in hours instead of months. The 1,000 hours of experience specified in the proposal approximately equal the current 6-month full-time experience requirement.

Sections 66.85, 66.87, 66.89, 66.91

The proposed §§ 66.85, 66.87, 66.89, and 66.91 are based on current §§ 65.85, 65.87, 65.89, and 65.91, respectively. These sections refer to the additional privileges of the airframe rating, the powerplant rating, the display of certificates, and the inspection authorization, respectively. There are no substantive difference between these proposed sections for Part 66 and current corresponding sections in Part 65.

Section 66.92

The proposed § 66.92 prescribes the duration of an inspection authorization. This proposed section is based on § 65.92 of the current FAR. There is one substantive difference between the proposed section and the current § 65.92. Under the proposal the expiration date of the inspection authorization would be extended to March 31 of the second year after its issuance. Under the current regulation, the inspection authorization expires on March 31 of each year.

Section 66.93

The proposed § 66.93 prescribed the renewal procedures for an inspection authorization and is based on current § 65.93. The proposed section would extend the inspection authorization renewal requirement to every 2 years so that it would corresponds to the extension of the inspection authorization as proposed in § 66.92 above.

The proposal would permit the holder of an inspection authorization to use a combination of annual inspections, inspections of major repairs on major alterations, and progressive inspections to satisfy the renewal requirements for the inspection authorization. Participation in current inspection programs recommended by the manufacturer of other inspection programs established by the registered owner or operator under § 91.409(f)(3) or (4) now also may be used to satisfy renewal requirements. To better facilitate the combination of these inspections, the proposal would change the currently specified 90-day period to a 3-month period.

Under the current regulation, the holder of an inspection authorization may renew the authorization by attending and successfully completing a refresher course of not less than 8 hours, acceptable to the Administrator, during the 12-month period preceding the application for renewal. Because the proposal would change the duration of the inspection authorization to 24 months, the proposal would require that an inspection authorization refresher course or series of course consisting of a total of not less than 16 hours be taken in the 24 months preceding the application for renewal. The proposed rule does not change the total amount of instruction the applicant must complete in the 24-month preceding the application for renewal. The proposed rule also differs from the current regulation in that it only requires successful completion (as opposed to attendance and successful completion) of an inspection authorization refresher course. The proposal recognizes recent developments in instructional techniques and permits instruction methods, acceptable to the Administrator, that may differ from the standard classroom or lecture format.

Section 66.95

The proposed § 66.95 prescribes the privileges and limitations of an inspection authorization and is based on current § 65.95 with no substantive differences.

Part 66 Subpart C

The structure of part 66, Subpart C, is based upon the current structure of Part 65, Subpart D. Under the proposed rule, the title of Part 66, Subpart C, would become "Aviation Repair Specialists"

Section 66.101

The proposed § 66.101 would prescribe the general eligibility requirements for the aviation repair specialist certificate. This proposed section is based on current § 65.101. The proposal would specify the current 18-month experience requirement in hours instead of months. The 3,000 hours of experience specified in the proposal approximately equal the current full-time 18-month experience requirement.

The proposal differs from the current § 65.101 in the language of paragraph (a)(6). The proposal would not only require an applicant for an aviation repair specialist certificate to read, write, speak, and understand the English language, as is currently required, but also would require the applicant to demonstrate this knowledge by reading and explaining appropriate maintenance publications and by writing defect and repair statements. The proposal also differs from the current section in that it would eliminate the issuance of certificates to individuals who cannot meet this requirement and who are employed solely outside the United States by a certificated U.S. repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier. The language in this portion of the proposed rule corresponds with the language proposed in § 66.71(a)(2), which similarly amends the eligibility requirements for the aviation maintenance technician certificate.

The proposal adds to this section paragraph (c), which establishes the equivalency of the current repairman certificate and the proposed aviation repair specialist certificate. The proposal also provides for the exchange of corresponding certificates and ratings.

Section 66.103, 66.104, 66.105

The proposed §§ 66.103, 66.104, and 66.105 are based on current §§ 65.103, 65.104, and 66.105, respectively. These sections refer to aviation repair specialist certificate privileges and limitations, the experimental aircraft builder privileges and limitations, and the display of certificates, respectively. There are no substantive differences between these proposed sections for Part 66 and current corresponding sections in Part 65.

Paperwork Reduction Act

The information collection requirements in the proposed amendment to Part 65 and the newly established Part 66 have previously been approved by the Office of Management and Budget (OMB) under provisions of the Paperwork Reduction Act of 1990 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120–0022.

Regulatory Evaluation Summary

Executive Order 12866 dated September 30, 1993, directs Federal agencies to promulgate new regulations and maintain current regulations only if they are required by law, are necessary to interpret the law, or are made necessary by a "compelling public need." The order also requires that agencies assess all costs and benefits of available regulatory alternatives and select the alternative that maximizes the net benefits and imposes the least burden on society.

Additionally, the order requires agencies to submit a list of all rules, except those specifically exempted by the Office of Information and Regulatory Affairs (OIRA) because they respond to emergency situations or other narrowly defined exigencies, to determine whether any rule is a "significant regulatory action."

"Significant regulatory action" means an action that is likely to result in a rule that may: (1) have an annual effect on the economy of $100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or state, local, or tribal governments or communities; (2) create a serious inconsistency or otherwise interfere with an action taken or planned by another agency; (3) materially alter the budgetary impact of entitlements, grants, user fees, or loan programs or the rights and obligations of recipients thereof; or (4) raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in the Executive Order. A "significant regulatory action" is submitted for centralized regulatory review by OIRA. OIRA and the FAA have determined that this rule is not a "significant regulatory action."

This section contains the benefits and costs analyzed in the preliminary regulatory evaluation. In addition, it includes an initial regulatory flexibility determination required by the 1980 Regulatory Flexibility Act and an international trade impact assessment. The complete regulatory evaluation, which contains more detailed economic information that this summary provides, is available in the docket.

This proposed rule change would revise the regulations that prescribe the certification and training requirements for mechanics and repairmen. The proposal would enhance the professionalism of the aviation maintenance workforce by expanding the means for aviation maintenance personnel to satisfy training, experience and currency requirements. Employers would also benefit from the increased supply of potential employees who are expected to maintain their currency because of the wider range of options for achieving this objective that would be permitted under the proposal. Another benefit for employers is expected to be an increase in the quality of new hires, thereby lessening the need for initial training to assure that these employees have basic skills and knowledge. Recurrent training is also expected to assist aviation maintenance personnel in staying abreast of the rapid changes in technology that are expected to occur. The expected magnitude of these benefits cannot be quantified with any certainty, however, because of their intangible nature.

Only one of the provisions would impose significant costs on the industry. This provision would require mechanics who use their certificates for compensation or hire to receive refresher or requalification training. At present, certified mechanics working under Parts 121, 127, and 135 and § 145.2(a) must be fully informed about procedures, techniques, and new equipment in use through participation in maintenance and preventive maintenance training programs. These mechanics are, therefore, already in compliance with the proposed rule. This proposed requirement for recurrent training would primarily affect those mechanics who work on general aviation aircraft rather than aircraft used by the air carriers. The FAA estimates that this proposed rule would affect from 14,000 to 23,000 mechanics of a total workforce of about 145,000.

Taking an Aviation Maintenance Technician (AMT) refresher courts, an inspection authorization refresher course, or a series of such courses that are acceptable to the Administrator, would satisfy the requirements of this proposed rule. However, the course or courses taken within a 2-year time period must consist of a total of not less than 16 hours of instruction. This training may be broad based or narrowly focused but must be acceptable to the Administrator. For example, courses dealing with general maintenance practices of regulations applicable to maintenance operations as well as equipment-specific training would be acceptable. Some home study or video courses may also be acceptable for fulfilling this requirement.

The FAA estimates that the total xpected cost of recurrent training over 10-year period would range between $37.28 million and $66.53 million on an ndiscounted basis and between $25.94 nillion and $46.48 million on a liscounted basis. The midpoints of hese ranges are $51.91 million undiscounted) and $35.21 million discounted).

The bulk of the expected benefits are xpected to accrue from productivity gains. Productivity is expected to ncrease because recurrent training in roubleshooting techniques or general naintenance practices should reduce he amount of time required to diagnose problems and lower the incidence of unnecessary repairs, which inflate repair costs. The lack of information regarding the prevalence of inefficient or ineffective repairs makes it difficult to project the potential magnitude of the benefits expected to result from this factor. The adoption of the conservative assumption that productivity would increase by only .5 percent per year, however, would result in an annualized benefit range (undiscounted) of $4.17 million to $6.39 million, the midpoint of which ($5.28 million) would exceed the expected magnitude of undiscounted annual costs, making the rule change cost beneficial.

Administrative cost savings are expected to add to the benefits. The most substantial component of these savings should result from reducing the current annual requirement for IA renewal to a biennial one. The FAA estimates that these cost savings for the FAA would amount to $.71 million on a discounted basis over a 10-year period. A provision that would allow mechanics to substitute a requalification course for the requirement to work at least 6 months over the previous 2 years in order to maintain one's currency would benefit employers by not only increasing the pool of available qualified mechanics, but also by saving them the administrative costs involved in checking an applicant's qualifications for the job. These benefits could not be quantified.

Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congres to ensure that small entities are not unnecessarily and disproportionately burdened by government regulations. The RFA requires agencies to review rules which may have a "significant economic impact on a substantial number of small entities." Small entities include businesses, nonprofit organizations, and government jurisdictions.

The proposed regulation will affect individuals only and is, therefore, not expected to have a significant impact on a substantial number of small businesses.

International Trade Impact

The proposed rule would have a negligible impact on trade opportunities for U.S. firms doing business overseas or on foreign firms doing business in the United States. The proposed rule primarily affects individuals, not businesses involved in the sale of aviation products or services.

Federalism Implications

The regulation proposed herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Conclusion

For the reasons discussed in the preamble, and based on the findings in the Regulatory Flexibility Determination and the International Trade Impact Analysis, the FAA has determined that this proposed regulation is not a significant regulatory action under Executive Order 12866. In addition, the FAA certifies that this proposal, if adopted, would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. This proposal is not considered significant under DOT Order 2100.5, Policies and Procedures for Simplification, Analysis, and Review of Regulations. A draft regulatory evaluation of the proposal, including an initial Regulatory Flexibility Determination and International Trade Impact Analysis, has been placed in the docket. A copy may be obtained by contacting the person identified under FOR FURTHER INFORMATION CONTACT.

List of Subjects

14 CFR Part 65

Air safety, Air transportation, Aircraft, Airmen, Aviation safety, Drug abuse, Narcotics, Parachutes, Transportation.

14 CFR Part 66

Air safety, Air transportation, Aircraft, Airmen, Aviation safety, Drug abuse, Narcotics, Transportation.

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend part 65 of the Federal Aviation Regulations (14 CFR part 65) and to add part 66 (14 CFR part 66) as follows:

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

1. The authority citation for part 65 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1355, 1421, 1422, and 1427; 49 U.S.C. 106(g) (Revised 56 FR 27163, 56 FR 65653).

2. The title of part 65 is revised to read as follows:

PART 65—CERTIFICATION: AIR TRAFFIC CONTROL TOWER OPERATORS, AIRCRAFT DISPATCHERS, AND PARACHUTE RIGGERS

3. Section 65.1 is amended by removing paragraphs (c) and (d) and redesignating paragraph (e) as paragraph (c).

§ 65.3 [Removed and Reserved]

4. Section 65.3 is removed and reserved.

5. Section 65.11 is amended by revising paragraphs (c) and (d) to read as follows:

§ 65.11 Application and issue.

* * * * *

(c) Unless authorized by the Administrator, a person whose air traffic control tower operator or parachute rigger certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(d) Unless the order of revocation provides otherwise, a person whose air traffic control tower operator, aircraft dispatcher, or parachute rigger certificate is revoked may not apply for the same kind of certificate for 1 year after the date of revocation.

6. Section 65.15 is revised to read as follows:

§ 65.15 Duration of certificates.

(a) A certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.

7. Part 65, subpart D consisting of §§ 65.71 through 65.95, is removed and reserved.

Subpart D [Reserved]

8. Part 65, subpart E consisting of §§ 65.101 through 65.105 is removed and reserved.

Subpart E [Reserved]

9. Part 66 is added to read as follows:

PART 66—CERTIFICATION: AVIATION MAINTENANCE TECHNICIANS AND AVIATION REPAIR SPECIALISTS

Subpart A—General

Sec.
66.1 Applicability.
66.3 Certification of foreign aviation maintenance technicians.
66.11 Application and issue.
66.12 Offenses involving alcohol or drugs.
66.13 Temporary certificate.
66.15 Duration of certificates.
66.16 Change of name: Replacement of lost or destroyed certificate.
66.17 Tests: General procedure.
66.18 Written tests: Cheating or other unauthorized conduct.
66.19 Retesting after failure.
66.20 Applications, certificates, logbooks, reports and records: Falsification, reproduction, or alteration.
66.21 Change of address.
66.23 Refusal to submit to a drug test.

Subpart B—Aviation Maintenance Technicians

66.71 Eligibility requirements: General.
66.73 Ratings.
66.75 Knowledge requirements.
66.77 Experience requirements.
66.79 Competency requirements.
66.80 Certificated aviation maintenance technician school students.
66.81 General privileges and limitations.
66.83 Currency requirements.
66.85 Airframe rating; additional privileges.
66.87 Powerplant rating; additional privileges.
66.89 Display of certificate.
66.91 Inspection authorization.
66.92 Inspection authorization: Duration.
66.93 Inspection authorization: Renewal.
66.95 Inspection authorization: Privileges and limitations.

Subpart C—Aviation Repair Specialists

66.101 Eligibility requirements: General.
66.103 Aviation repair specialist certificate: Privileges and limitations.
66.104 Aviation repair specialist certificate—experimental aircraft builder—Eligibility, privileges and limitations.
66.105 Display of certificate.

Authority: 49 U.S.C. App. 1354(a), 1355, 1421, 1422, and 1427; 49 U.S.C. 106(g) (Revised 56 FR 27163, 56 FR 65653).

Subpart A—General

§ 66.1 Applicability.

(a) This part prescribes the requirements for issuing the following certificates and associated ratings and the general operating rules for the holders of those certificates and ratings:

(1) Aviation Maintenance Technicians.

(2) Aviation Repair Specialists.

(b) [Reserved]

§ 66.3 Certification of foreign aviation maintenance technicians.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under subpart B of this part, outside the United States, only when the Administrator finds that the certificate is needed for the operation or continued airworthiness of a U.S.-registered civil aircraft.

§ 66.11 Application and issue.

(a) Application for a certificate and rating, or for an additional rating, under this part must be made on a form and in a manner prescribed by the Administrator. Each person who is neither a U.S. citizen nor a resident alien and who applies for a written or practical test to be administered outside the United States or for any certificate or rating issued under this part must show evidence that the fee prescribed in Appendix A of part 187 of this chapter has been paid.

(b) An applicant who meets the requirements of this part is entitled to an appropriate certificate and rating.

(c) Unless authorized by the Administrator, a person whose aviation maintenance technician certificate is suspended may not apply for any rating to be added to that certificate during the period of suspension.

(d) Unless the order of revocation provides otherwise, a person whose aviation maintenance technician or aviation repair specialist certificate is revoked may not apply for either of those kinds of certificates for 1 year after the date of revocation.

§ 66.12 Offenses involving alcohol or drugs.

(a) A conviction for the violation of any Federal or state statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of final conviction; or

(2) Suspension or revocation of any certificate or rating issued under this part.

(b) The commission of an act prohibited by § 91.19(a) of this chapter is grounds for:

(1) Denial of an application for a certificate or rating issued under this part for a period of up to 1 year after the date of the act; or

(2) Suspension or revocation of any certificate or rating issued under this part.

§ 66.13 Temporary certificate.

A certificate and ratings effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his or her application and supplementary documents and the issue of the certificate and ratings for which the applicant applied.

§ 66.15 Duration of certificates.

(a) An aviation maintenance technician certificate, an aviation repair specialist certificate issued to an experimental aircraft builder, or any rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) Unless it is sooner surrendered, suspended, or revoked, an aviation repair specialist certificate issued to an individual other than an experimental aircraft builder is effective until the holder is relieved from the duties for which the holder was employed and certificated.

(c) The holder of a certificate issued under this part that is suspended, revoked, or no longer effective shall return it to the Administrator.

§ 66.16 Change of name: Replacement of lost or destroyed certificate.

(a) An application for a change of name on a certificate issued under this part must be accompanied by the applicant's current certificate and the marriage license, court order, or other document verifying the change. The documents are returned to the applicant after inspection.

(b) An application for a replacement of a lost or destroyed certificate is made by letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, Oklahoma 73125. The letter must:

(1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), and date and place of birth of the certificate holder and any available information regarding the grade, number, and date of issue of the certificate, and the ratings on it; and

(2) Be accompanied by a check or money order for $2, payable to the Federal Aviation Administration.

(c) A person whose certificate issued under this part has been lost may obtain a telegram or facsimile from the FAA

confirming that it was issued. The telegram or facsimile may be carried as a certificate for a period not to exceed 60 days pending the receipt of a duplicate certificate under paragraph (b) of this section, unless the airman has been notified that the certificate has been suspended or revoked. The request for such a telegram or facsimile may be made by prepaid telegram or facsimile, stating the date upon which a duplicate certificate was requested, or including the request for a duplicate and a money order for the necessary amount. The request for a telegraphic or facsimile certificate should be sent to the office prescribed in paragraph (b) of this section.

§ 66.17 Tests: General procedure.

(a) Tests prescribed by or under this part are given at times and places, and by persons, designated by the Administrator.

(b) The minimum passing grade for each test is 70 percent.

§ 66.18 Written tests: Cheating or other unauthorized conduct.

(a) Except as authorized by the Administrator, no person may:

(1) Copy, or intentionally remove, a written test under this part;

(2) Give to another, or receive from another, any part or copy of that test;

(3) Give help on that test to, or receive help on that test from, any person during the period that test is being given;

(4) Take any part of that test in behalf of another person;

(5) Use any material or aid during the period that test is being given; or

(6) Intentionally cause, assist, or participate in any act prohibited by this paragraph.

(b) No person who commits an act prohibited by paragraph (a) of this section is eligible for any airman or ground instructor certificate or rating under this chapter for a period of 1 year after the date of that act. In addition, the commission of that act is a basis for suspending or revoking any airman or ground instructor certificate or rating held by that person.

§ 66.19 Retesting after failure.

An applicant for a written, oral, or practical test for a certificate and rating, or for an additional rating under this part, may apply for retesting:

(a) After 30 days after the date the applicant failed the test; or

(b) Before the 30 days have expired if the applicant presents a signed statement from an airman holding the certificate and rating sought by the applicant, certifying that the airman has given the applicant additional instruction in each of the subjects failed and that the airman considers the applicant ready for retesting.

§ 66.20 Applications, certificates, logbooks, reports, and records: Falsification, reproduction, or alteration.

(a) No person may make or cause to be made:

(1) Any fraudulent or intentionally false statement on any application for a certificate or rating under this part;

(2) Any fraudulent or intentionally false entry in any logbook, record, or report that is required to be kept, made, or used, to show compliance with any requirement for any certificate or rating under this part;

(3) Any reproduction, for fraudulent purposes, of any certificate or rating under this part; or

(4) Any alteration of any certificate or rating under this part.

(b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any airman certificate or rating held by that person.

§ 66.21 Change of address.

Within 30 days after any change of permanent mailing address, the holder of a certificate issued under this part shall notify the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, Post Office Box 25082, Oklahoma City, OK 73125, in writing, of the new address.

§ 66.23 Refusal to submit to a drug test.

(a) This section applies to:

(1) An employee who performs a function listed in Appendix I to part 121 of this chapter for a part 121 certificate holder or a part 135 certificate holder;

(2) An employee who performs a function listed in Appendix I to part 121 of this chapter for an operator as defined in § 135.1(c) of this chapter. An employee of a person conducting operations of foreign civil aircraft navigated within the United States pursuant to part 375 or emergency mail service operations pursuant to section 405(h) of the Federal Aviation Act of 1958 is excluded from the requirements of this section.

(b) Refusal by the holder of a certificate issued under this part to take a test for a drug specified in Appendix I to part 121 of this chapter, when requested by an employer as defined in that appendix or an operator as defined in § 135.1(c) of this chapter, under the circumstances specified in that appendix is grounds for:

(1) Denial of an application for any certificate or rating issued under this part for a period of up to 1 year after the date of that refusal; and

(2) Suspension or revocation of any certificate or rating issued under this part.

Subpart B—Aviation Maintenance Technicians

§ 66.71 Eligibility requirements: General.

(a) To be eligible for an aviation maintenance technician certificate and associated ratings, a person must:

(1) Be at least 18 years of age;

(2) Demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;

(3) Have passed all of the prescribed tests within a period of 24 months; and

(4) Comply with the sections of this subpart that apply to the rating the applicant seeks.

(b) A certificated aviation maintenance technician who applies for an additional rating must meet the requirements of § 66.77 and, within a period of 24 months, pass the tests prescribed by §§ 66.75 and 66.79 for the additional rating sought.

§ 66.73 Ratings.

(a) The following ratings are issued under this subpart:

(1) Airframe.

(2) Powerplant.

(b) A mechanic certificate with an aircraft or aircraft engine rating or both, or with an airframe or powerplant rating or both, that was issued before, and was valid on, [effective date of final rule], is equal to an aviation maintenance technician certificate with an airframe or powerplant rating, or both, as the case may be, and may be exchanged for such a corresponding certificate and rating or ratings.

§ 66.75 Knowledge requirements.

(a) Each applicant for an aviation maintenance technician certificate or rating must, after meeting the applicable requirements of § 66.77, pass a written test covering the construction and maintenance of aircraft appropriate to the rating sought, the regulations in this subpart, and the applicable provisions of this chapter. The basic principles covering the installation and maintenance of propellers are included in the powerplant test.

(b) The applicant must pass all sections of the written test before applying for the oral and practical tests prescribed by § 66.79. A report of the written test will be made available to the applicant.

§ 66.77 Experience requirements.

Each applicant for an aviation maintenance technician certificate or rating must present either an appropriate graduation certificate or a certificate of completion from a certificated aviation maintenance technician school or documentary evidence, acceptable to the Administrator, of—

(a) At least 3,000 hours of practical experience with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought; or

(b) At least 5,000 hours of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

§ 66.79 Competency requirements.

Each applicant for an aviation maintenance technician certificate or rating must demonstrate competency in performing tasks appropriate to the rating sought by passing both an oral and a practical test. These tests will be based upon the subjects covered by the written test for that rating. An applicant for a powerplant rating must show the ability to make satisfactory minor repairs to, and minor alterations of, propellers.

§ 66.80 Certificated aviation maintenance technician school students.

Whenever an aviation maintenance technician school certificated under part 147 of this chapter demonstrates to an FAA inspector that one of its students has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 66.79, that student may take those tests during the final subjects of that student's training in the approved curriculum before meeting the applicable experience requirements of § 66.77 and before passing each section of the written test prescribed by § 66.75.

§ 66.81 General privileges and limitations.

(a) A certificated aviation maintenance technician may perform or supervise the maintenance, preventive maintenance, or alteration of an aircraft or appliance, or a part thereof, for which that person is rated (excluding major repairs to, and major alterations of propellers and any repair to, or alteration of, instruments) and may perform additional duties in accordance with §§ 66.85, 66.87, and 66.95.

(b) A certificated aviation maintenance technician may supervise the maintenance, preventive maintenance or alteration of, or approve and return to service, any aircraft or appliance, or part hereof, for which the person is rated, provided the aviation maintenance technician has:

(1) Satisfactorily performed the work concerned at an earlier date; or

(2) Demonstrated the ability to perform the work to the satisfaction of the Administrator; or

(3) Received training acceptable to the Administrator on the specific equipment on which the work is to be performed; or

(4) Performed the work while working under the direct supervision of a certificated and appropriately rated aviation maintenance technician or certificated aviation repair specialist, who has:

(i) Had previous experience in the specific operation concerned; or

(ii) Received training acceptable to the Administrator on the specific equipment on which the work is to be performed.

(c) A certificated aviation maintenance technician may not exercise the privileges of the certificate and rating unless the aviation maintenance technician understands the current instructions of the manufacturer and the maintenance instructions for the specific operation concerned.

§ 66.83 Currency requirements.

(a) Except as provided in paragraphs (b), (c), and (d) of this section, a certificated aviation maintenance technician may not exercise the privileges of the certificate and rating unless, within the preceding 24 months:

(1) The aviation maintenance technician has for at least 1,000 hours:

(i) Served as an aviation maintenance technician under his or her certificate and rating; or

(ii) Served under the supervision of a certificated aviation maintenance technician; or

(iii) Technically supervised other aviation maintenance technicians; or

(iv) Served as an aviation maintenance instructor under an aviation maintenance training program acceptable to the Administrator; or

(v) Directly supervised other aviation maintenance instructors, who are serving under an aviation maintenance training program acceptable to the Administrator; or

(vi) Supervised, in an executive capacity, the maintenance or alteration of aircraft; or

(vii) Been engaged in any combination of paragraphs (a)(1) (i) through (vi) of this section; and

(2) successfully completed:

(i) An aviation maintenance technician refresher course, inspection authorization refresher course, or a series of such courses, acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction; or

(ii) A course or courses of instruction, appropriate to the duties of an aviation maintenance technician and acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction;

(b) A certificated aviation maintenance technician who has not met the requirements of paragraph (a) of this section may exercise the privileges of the certificate and rating including for compensation or hire if, within the preceding 24 months the aviation maintenance technician has:

(1) Successfully completed a requalification course acceptable to the Administrator; or

(2) The Administrator has found that the aviation maintenance technician is competent to exercise the privileges of the certificate and rating.

(c) A certificated aviation maintenance technician who has not completed the training specified in paragraph (a)(2) of this section but has otherwise met the requirements of paragraph (a)(1) of this section may exercise the privileges of the certificate and rating but not for compensation or hire.

(d) Paragraph (a)(2) of this section does not apply to an aviation maintenance technician who within the preceding 24 months exercised the privileges of the certificate and ratings—

(1) for a certificate holder authorized to operate under the provisions of parts 121, 127, or 135 of this chapter; or

(2) for a U.S.-certificated repair station that performs work in accordance with § 145.2(a), or for a U.S.-certificated repair station that conducts a maintenance and preventive maintenance training program; or

(3) as an aviation maintenance instructor for an aviation maintenance training program acceptable to the Administrator.

§ 66.85 Airframe rating; additional privileges.

A certificated aviation maintenance technician with an airframe rating may approve and return to service an airframe, or any related part or appliance, after the aviation maintenance technician has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, the aviation maintenance technician may perform the 100-hour inspection required by part 91 of this chapter on an airframe, or any related

part or appliance, and approve and return it to service.

§ 66.87 Powerplant rating; additional privileges.

A certificated aviation maintenance technician with a powerplant rating may approve and return to service a powerplant or propeller or any related part or appliance, after the aviation maintenance technician has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). In addition, the aviation maintenance technician may perform the 100-hour inspection required by part 91 of this chapter on a powerplant or propeller, or any part thereof, and approve and return it to service.

§ 66.89 Display of certificate.

Each person who holds an aviation maintenance technician certificate shall keep it within the immediate area where the aviation maintenance technician normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

§ 66.91 Inspection authorization.

(a) An application for an inspection authorization is made on a form and in a manner prescribed by the Administrator.

(b) An applicant who meets the requirements of this section is entitled to an inspection authorization.

(c) To be eligible for an inspection authorization, an applicant must:

(1) Hold a currently effective aviation maintenance technician certificate with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;

(2) Have been actively engaged, for at least the 2-year period before the date of application, in maintaining aircraft certificated and maintained in accordance with this chapter;

(3) Have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but it need not be the place where the applicant will exercise inspection authority;

(4) Have available the equipment, facilities, and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance; and

(5) Pass a written test demonstrating the ability to inspect according to safety standards for returning aircraft to service after major repairs, major alterations, annual inspections, and progressive inspections performed under part 43 of this chapter.

(d) An applicant who fails the test prescribed in paragraph (c)(5) of this section may not apply for retesting until at least 90 days after the date of the test.

§ 66.92 Inspection authorization: Duration.

(a) Each inspection authorization expires on March 31 of the second year after its issuance. However, the holder may exercise the privileges of that authorization only while holding a currently effective aviation maintenance technician certificate with both a currently effective airframe rating and a currently effective powerplant rating.

(b) An inspection authorization ceases to be effective whenever any of the following occurs:

(1) The authorization is surrendered, suspended, or revoked,.

(2) The holder no longer has a fixed based of operation.

(3) The holder no longer has the equipment, facilities, and inspection data required by § 66.91(c) (3) and (4) for issuance of the authorization.

(c) The holder of an inspection authorization that is suspended or revoked shall, upon the Administrator's request, return it to the Administrator.

§ 66.93 Inspection authorization: Renewal.

(a) To be eligible for renewal of an inspection authorization for a 2-year period, an applicant must present biennially, during the month of March, at an FAA Flight Standards District Office or an International Field Office, evidence that the applicant still meets the requirements of § 66.91(c)(1) through (4) and must show that, during the current period that the applicant held the inspection authorization, the applicant—

(1) Has performed at least one annual inspection for each 3 months that the applicant held the current authority; or

(2) Has performed inspections of at least two major repairs or major alterations for each 3 months that the applicant held the current authority; or

(3) Has performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Administrator for each 12 months that the applicant held the current authority; or

(4) Has maintained an aircraft pursuant to an inspection program specified under § 91.409(f) (3) or (4) during each month that the applicant held the current authority; or

(5) Has performed any combination of (a) (1) through (4); or

(6) Has successfully completed an inspection authorization refresher course or series of courses, acceptable to the Administrator, consisting of a total of not less than 16 hours of instruction during the 24-month period preceding the application for renewal; or

(7) Has passed an oral test by an FAA inspector to determine that the applicant's knowledge of applicable regulations and standards is current.

(b) The holder of an inspection authorization that has been in effect for less than 90 days before the expiration date need not comply with subparagraphs (a) (1) through (7) of this section.

§ 66.95 Inspection authorization: Privileges and limitations.

(a) The holder of an inspection authorization may:

(1) Inspect and approve for return to service any aircraft or related part or appliance (except any aircraft maintained in accordance with a continuous airworthiness program under part 121 or part 127 of this chapter) after a major repair or major alteration to it in accordance with part 43 of this chapter, if the work was done in accordance with technical data approved by the Administrator; and

(2) Perform an annual, or perform or supervise a progressive inspection according to §§ 43.13 and 43.15 of this chapter.

(b) When exercising the privileges of an inspection authorization, the holder shall keep it available for inspection by the aircraft owner and the aviation maintenance technician submitting the aircraft, repair, or alteration for approval (if any), and shall present it upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

(c) If the holder of an inspection authorization changes his or her fixed base of operation, the holder may not exercise the privileges of the authorization until he or she has notified the FAA Flight Standards District Office or International Field Office for the area in which the new base is located, in writing, of the change.

Subpart C—Aviation Repair Specialists

§ 66.101 Eligibility requirements: General.

(a) Except as provided in paragraph (b) of this section, to be eligible for an aviation repair specialist certificate a person must:

(1) Be at least 18 years of age;

(2) Be specially qualified to perform maintenance on aircraft, or components

thereof, appropriate to the job for which that person is employed;

(3) Be employed for a specific job, requiring those special qualifications, by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;

(4) Be recommended for certification by his or her employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the person is employed;

(5) Have either:

(i) At least 3000 hours of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or

(ii) Completed formal training that is acceptable to the Administrator and is specifically designed to qualify the applicant for the job in which the applicant is to be employed; and

(6) Demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements.

(b) This section does not apply to the issuance of aviation repair specialist certificates (experimental aircraft builder) under § 66.104.

(c) A valid repairman certificate is equal to an aviation repair specialist certificate and may be exchanged for such a corresponding certificate.

§ 66.103 Aviation repair specialist certificate: Privileges and limitations.

(a) A certificated aviation repair specialist may perform or supervise the maintenance, preventive maintenance, or alteration of aircraft or aircraft components appropriate to the job for which the aviation repair specialist was employed and certificated but only in connection with duties for the certificate holder by whom the aviation repair specialist was employed and recommended.

(b) A certificated aviation repair specialist may not perform or supervise duties under the aviation repair specialist certificate unless the individual understands the current instructions of the certificate holder by whom the aviation repair specialist is employed and the manufacturer's instructions for continued airworthiness relating to the specific operations concerned.

§ 66.104 Aviation repair specialist certificate—experimental aircraft builder—eligibility, privileges and limitations.

(a) To be eligible for an aviation repair specialist certificate (experimental aircraft builder), an individual must—

(1) Be at least 18 years of age;

(2) Be the primary builder of the aircraft to which the privileges of the certificate are applicable;

(3) Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a condition for safe operations; and

(4) Be a citizen of the United States or an individual citizen of a foreign country who has lawfully been admitted for permanent residence in the United States.

(b) The holder of an aviation repair specialist certificate (experimental aircraft builder) may perform condition inspections on the aircraft constructed by the holder in accordance with the operating limitations of that aircraft.

(c) Section 66.103 does not apply to the holder of an aviation repair specialist certificate (experimental aircraft builder) while performing under that certificate.

§ 66.105 Display of certificate.

Each person who holds an aviation repair specialist certificate shall keep it within the immediate area where the individual normally exercises the privileges of the certificate and shall present it for inspection upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or of any Federal, State, or local law enforcement officer.

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Thomas C. Accardi,

Director, Flight Standards Service.

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