

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Parts 65, 66, and 147****[Docket No. 27863; Notice No. 98-5]****RIN 2120-AF22****Revision of Certification Requirements: Mechanics and Repairmen****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Notice of proposed rulemaking (NPRM); withdrawal.

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

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

**SUPPLEMENTARY INFORMATION:****Background**

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

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

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

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

**Reason for Withdrawal**

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

**Decision**

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

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

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

**L. Nicholas Lacey,**

*Director, Flight Standards Service.*

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

**BILLING CODE 4910-13-P**