

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 61, 63, 65, 67, 145, and 187

[Docket No. 22052; Amdt. Nos. 61-72, 63-22, 65-28, 67-12, 145-20, and 187-4]

Fees for Certification of Foreign Airmen and Air Agencies

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: These amendments establish (1) a schedule of fees for issuing certain airmen and repair station certificates to certain foreign nationals outside the United States; (2) a method for collecting those fees; and (3) a need requirement for original certification of those airmen (a need requirement has already been established for issuing certificates to foreign repair stations). These amendments are designed primarily to recover costs the FAA incurs in certifying foreign airmen and repair stations overseas. The amendment requires that certificates be issued overseas to foreign nationals only when needed to operate or assure the continued airworthiness of U.S.-registered civil aircraft. Finally, this amendment is in keeping with the intent of Congress.

EFFECTIVE DATE: October 18, 1982.

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SUPPLEMENTARY INFORMATION:

I. Background

On July 17, 1981, the FAA issued Notice of Proposed Rulemaking No. 81-12 (46 FR 40529; August 10, 1982) proposing: (1) To establish fees for

issuance of certain airmen and repair station certificates to foreign nationals residing outside the United States; (2) a method of collecting those fees; (3) a need requirement for those airmen; and (4) a 2-year limitation on the validity of certificates issued to foreign nationals. All interested persons have been given an opportunity to participate in the making of the proposed regulations, and due consideration has been given to all matters presented.

A. Statutory

Title VI of the Federal Aviation Act of 1958, as amended (the Act), gives the Administrator authority to issue certificates for airmen, instructors, schools, and repair stations. Section 602(b) states that the Administrator may, at his discretion, prohibit or restrict the issuance of airmen certificates to aliens.

In addition, the Administrator is charged with establishing a fair and equitable system for recovering full costs expended for any service, such as issuing the certificates discussed in Notice 81-12, which provides a special benefit to an individual beyond those which accrue to the general public. Title V of the Independent Offices Appropriation Act of 1952 (31 U.S.C. 483a) states:

It is the sense of the Congress that any work, service, publication, report, document, benefit, privilege, authority, use, franchise, license, permit, certificate, registration, or similar thing of value or utility performed, furnished, provided, granted, prepared or issued by any Federal Agency * * * to or for any person (including groups, associations, organizations, partnerships, corporations or businesses), except those engaged in the transaction of official business of the Government, shall be self-sustaining to the full extent possible * * *.

To give full effect to this sense of Congress, section 483a further provides:

The head of each Federal agency is authorized by regulation (which, in the case of agencies in the executive branch, shall be as uniform as practicable and subject to such policies as the President may prescribe) to prescribe therefor such fee, charge, or price, if any, as he shall determine, in case none exists, or redetermine, in case of any existing one, to be fair and equitable taking into consideration direct and indirect cost to the Government, value to the recipient, public policy or interest served, and other pertinent facts * * *.

The statute provides that the amounts collected shall be paid into the Treasury as miscellaneous receipts.

B. OMB Guidance

To aid in establishing fee schedules, the Office of Management and Budget (OMB) has prescribed in Circular No. A-

25, "User Charges," the general guidelines to be used in developing an equitable and reasonable uniform system of charges for certain Government services and property.

The circular provides that "Where a service (or privilege) provides special benefits to an identifiable recipient above and beyond those which accrue to the public at large, a charge should be imposed to recover the full cost to the Federal Government of rendering that service." Circular No. A-25 specifies:

A special benefit will be considered to accrue and a charge should be imposed when a Government-rendered service:

(a) Enables the beneficiary to obtain more immediate or substantial gains or values (which may or may not be measurable in monetary terms) than those which accrue to the general public (e.g., receiving a patent, crop insurance, or license to carry on a specific business); or

(b) Provides business stability or assures public confidence in the business activity of the beneficiary (i.e., certificates of necessity and convenience [sic: convenience and necessity] for airline routes, or safety inspections of craft); or

(c) Is performed at the request of the recipient and is above and beyond the services regularly received by other members of the same industry or group, or of the general public (e.g., receiving passport, visa, airman's certificate, or an inspection after regular duty hours).

C. Previous Notices

Consistent with the guidelines in Circular No. A-25, in recent years the FAA issued several notices of proposed rulemaking to establish a schedule of fees for various FAA activities (Notices 67-17, 67-18, and 78-6). The schedules were predicated, however, on the FAA's systemwide total cost of performing specific certification activities, and no attempt was made to distinguish the far greater costs incurred performing certification services overseas from costs incurred performing similar services in the United States. The proposed fee schedules were never implemented. Beginning in 1973, the Congress annually prohibited implementing fee schedules through language in the appropriations legislation for the Department of Transportation. In 1979, this prohibition was deleted from the appropriations legislation but included in Section 45 of the Airline Deregulation Act of 1978:

Notwithstanding any other provision of law, neither the Secretary of Transportation nor the Administrator of the Federal Aviation Administration shall collect any fee, charge, or price for any approval, test, authorization, certificate, permit, registration, conveyance, or rating relating to any aspect of aviation (1) which is in excess of the fee, charge, or price

for such approval, test, authorization, certificate, permit, registration, conveyance, or rating which was in effect on January 1, 1973, or (2) which did not exist on January 1, 1973, until all such fees, charges, and prices are reviewed and approved by Congress.

Before 1970, a liberal policy prevailed within the FAA regarding acceptance of applications for airman and air agency certificates by foreign nationals residing outside the United States. During the 1970's, however, the continuous expansion in worldwide demand for FAA certification services, along with the adverse movement of currency exchange rates against the U.S. dollar, placed an undue burden on FAA budgetary and manpower resources.

Simultaneously, the appropriateness of this policy was called into question. The technical sophistication of many foreign civil aviation certification authorities has been strengthened by general economic growth and civil aviation technical assistance provided by the International Civil Aviation Organization (ICAO), the United States, and other nations. Overly free exportation of U.S. certificates could deter the development of competent, indigenous certification programs. The FAA wishes to avoid that result and to encourage foreign governments in developing aeronautical codes and administrative capabilities which would permit them to conduct their own certification functions.

For these reasons the Administrator began a practice of restricting recertification of foreign nationals, primarily through the requirement that the applicant show that such certification is required to operate or assure the continued airworthiness of U.S.-registered civil aircraft (need requirement). This need requirement was incorporated in regulations governing certification of foreign repair stations (14 CFR 145.71). To further ensure consistent implementation of this practice, these amendments incorporate the need requirement in the Federal Aviation Regulations (14 CFR Parts 61, 63, 65 and 67) governing initial airman certification.

In 1980 Congress passed the International Air Transportation Competition Act of 1979, giving the Administrator authority to establish fee schedules for airman and repair station certificates issued outside the United States. Section 28 of that Act amends section 45 of the Airline Deregulation Act of 1978 to read as follows:

Nothing in this section shall prohibit the Secretary of Transportation or the Administrator from collecting a fee, charge, or price for any test, authorization, certificate, permit, or rating, administered or

issued outside the United States, relating to any airman or repair station.

Although section 28 provides discretionary authority to collect fees from any applicant residing outside the United States, this regulatory amendment establishes fees to be collected only from foreign nationals residing outside the United States.

II. Discussion of Amendments

In keeping with the authority granted under section 28 of the International Air Transportation Competition Act of 1979, these amendments establish a schedule of fair and equitable fees for airman and repair station certification activities performed for foreign nationals outside the United States. For purposes of these amendments, persons having resident alien status are treated the same as U.S. citizens and will not be charged for FAA certification should it occur outside the United States.

Fixed fees for airman certificates and hourly rates for assessing fees for repair station certificates are included in the regulations as a new appendix to Part 187 entitled "Fee Schedule for Certification Services Performed Outside the United States on Behalf of Foreign Nationals Other Than Resident Aliens." (Fixed fees could not be derived for repair station certificates because the time involved varies widely.) All fees are derived from total certification costs and include direct and indirect labor costs, overhead costs, interest recovery, depreciation, and space rent costs, where appropriate. The fees therefore implement OMB Circular No. A-25 and will recover all airman and repair station certification costs incurred by the FAA in issuing original certificates to foreign nationals.

No fees will be charged for renewing airman certificates. A fee will continue to be charged for replacing stolen or lost certificates. In addition, fees will be assessed for reissuing repair station certificates since reissuing these certificates requires considerable expenditure of FAA technical resources. However, because the technical resources expended in reissuing Inspection Authorization Certificates under § 65.91 have, upon further review, been determined to be minimal, the proposed fee for renewing these certificates is not adopted. In addition, a requirement has been added that checks tendered for fee payment must be drawn on a U.S. bank. This requirement has been added because Treasury depositaries have established minimum check amounts acceptable for deposit. Without this requirement a substantial number of checks submitted for fees would be uncollectible.

These amendments also formally establish a need requirement for issuing certificates to foreign applicants outside the United States; that is, the certificates must be needed for the operation or continued airworthiness of U.S.-registered aircraft. Foreign nationals who are resident aliens will not have to meet this requirement.

The FAA does not currently issue to foreign nationals overseas: (1) Any certificates for Pilot Schools (Part 141), Ground Instructors (Part 143), Aviation Maintenance Technical Schools (Part 147), or Parachute Lofts (Part 149), and (2) certificates issued under subparts of Part 65 for Aircraft Dispatchers (Subpart C), Repairmen (Subpart E), or Parachute Riggers (Subpart F). Consequently, those parts and subparts have not been amended to include the need requirement and other requirements included in these amendments. Subpart B of Part 65 similarly has not been amended although it is understood the current practice of issuing under this subpart a limited number of air traffic control tower operator certificates overseas to foreign nationals to operate civilian/military joint-use facilities in Europe will be continued under an appropriate agreement with the Department of Defense.

Notice 81-12 proposed a 2-year validity period for each certificate issued to a foreign national who is not a resident alien. In this regard, the FAA has determined that additional information concerning this issue is needed. Therefore the proposal concerning the 2-year validity period is not adopted at this time. The FAA may, however, initiate rulemaking in this area in the future. It should be noted that withdrawing this proposal does not alter the current renewal requirements for repair station, flight instructor, inspection authorization, certain flight engineer, and student pilot certificates.

III. Fee Collection

For airman certificates, the FAA will collect the fees at the time of application for a certificate or rating, after first ascertaining the applicant's eligibility. The Flight Standards Office (FSO) or designated examiner will determine whether the applicant meets the need requirement and other preliminary eligibility requirements, such as age and currency. If these requirements are met, the FSO will issue a receipt as evidence of payment and forward the applicable fee to the regional accounting office serving the area. Fees must be in the form of a check, money order, or draft payable in U.S. currency to the Federal Aviation Administration and drawn on

a U.S. bank. No application will be acted upon until evidence of the payment has been presented. There will be no refund of any fee payment for any examination which the applicant fails to pass. However, if an applicant notifies the FAA at least one week before a scheduled examination that he wishes it cancelled, the FAA will refund the fee payment after deducting a minimal service charge to cover the cost of processing the application.

In the case of repair station certificates, applicants will submit as prepayment the costs required for 25 hours of technical activity and 7.5 hours of clerical activity for original certification or approval of a change of location or housing of facilities, or 10 hours of technical activity and 3 hours of clerical activity for an amendment or renewal of the certificate due to an added rating or change in ownership, at the hourly rates specified in the appendix to Part 187. This prepayment will be processed in the same fashion as fees collected for airman certificates. If the time required in actual certification is less than 25 and 7.5 hours or 10 and 3 hours, the FAA will submit to the applicant a refund to cover the difference between prepayment and actual costs. Conversely, if the time required is greater, the applicant will be required to submit the additional funds. As in the case of airman certificates, applicants for repair station certificates must pay these fees, regardless of whether a certificate is awarded.

In Notice 81-12, the agency proposed to amend § 65.15a. That section had previously been revoked by another regulatory action and, therefore, the proposed amendment was inappropriate. Therefore, the proposal to amend § 65.15a is withdrawn.

IV. Analysis of Comments

The FAA received 39 comments in response to Notice 81-12, 29 of which originated from the same pilot school in Belgium. Most of these comments, particularly those originating from the Belgium pilot school, argue that the proposed 2-year renewal requirement would inhibit the safe expansion of aviation in many parts of the world by denying FAA airman certificates to many foreign nationals overseas who may not be able to demonstrate periodically that they are operating or assuring the continued airworthiness of U.S.-registered aircraft. These commenters further argue that, as a result, aviation safety would suffer, the world market for aviation products and services would decrease, and most important, the current orientation of

many pilots toward U.S. products and services would be substantially reduced.

Regarding this latter effect, the commenters argue the proposed 2-year renewal requirement would decrease U.S. general aviation exports by reducing the number of pilots trained on U.S. equipment. As one commenter states, "Foreign pilots trained on U.S.-aircraft will develop U.S.-brand loyalty, which would reflect when purchasing aircraft in their native countries" (sic). Those foreign nationals holding FAA flight instructor certificates apparently feel that the inability of some foreign nationals to meet the continuing need requirement would cause them to seek training from foreign-certificated flight instructors who use foreign-manufactured equipment and related training aides instead of FAA-certificated instructors using U.S.-manufactured equipment and related training aides.

Other commenters disagree with the proposed renewal requirement as a safety surveillance measure as it applies to airman certificates issued under Parts 61 and 63. One commenter points out that the FAA's current biennial flight review and instrument competency checks fulfill the requirement for safety surveillance and that a proposed 24-month term for a new license would appear to be a duplication of the biennial flight review.

The FAA believes that although these comments have merit as they apply to certification under Part 61, similar surveillance does not exist for airmen certificated under Parts 63 and 65. This amendment would have ensured greater surveillance of operations involving U.S.-registered aircraft operating outside the United States. However, unless and until it is determined that foreign nationals should be required to demonstrate a need for certification on a periodic basis, the FAA does not believe it appropriate to institute the biennial renewal requirement. Therefore, the proposal is withdrawn at this time.

Other commenters point out that at many overseas locations served by U.S. air carriers there is no FAA-certificated repair station and that it is financially advantageous for U.S. air carriers to use resident foreign nationals who are FAA-certificated mechanics rather than incur the considerably higher costs of stationing FAA-certificated U.S. citizens at these locations. Finally, they indicate that many foreign nationals may find it difficult to pay the \$400 fee for original airframe mechanic certification and be deterred from applying.

Current FAA-certificated mechanics will not be required to pay the fee for a

mechanic certificate or the fee for an inspection authorization certificate. While the costs of initial certification of new applicants may have to be borne directly or indirectly by the U.S. employer, the potential cost impact on U.S. air carriers is minimal when compared to either their total overseas maintenance costs or the costs of stationing FAA-certificated U.S. citizens overseas. Furthermore, the need for cost recovery and fiscal responsibility in government far outweighs this impact.

The FAA has also considered the possibility that U.S. citizens, such as those providing humanitarian or religious services in remote overseas locations, could be impacted negatively if these proposed fees deter foreign nationals from applying for original FAA mechanic certificates. The FAA does not expect foreign nationals to be deterred from applying. The employment value of certification to the foreign mechanic far outweighs the cost of this fee, and the value of the services provided U.S. citizens far outweighs whatever small percentage of the certification cost is passed on to them. Moreover, many of these U.S. citizens are already required to register their aircraft with the Civil Aviation Authority in the country in which it is based and therefore would be unaffected by the rule.

V. Issuance of Medical Certificates

Notice 81-12 proposed an \$8 fee for the initial issuance of FAA medical certificates. Internal FAA review has shown that administering this separate fee for medical certificates would create an excessive burden by requiring the FAA to monitor the fee collection activities of overseas designated aviation medical examiners (AME's). To avoid this problem, applicants for initial student pilot certificates issued by the FAA or by a Designated FAA Examiner will pay a single fee for airman certification which will include \$8 to cover the costs of a medical certificate issued under Part 67. An \$8 charge will also be included into the fee for an initial certificate issued under §§ 61.75, 61.77, 63.23, and 63.42 if the applicant presents such a medical certificate as evidence of meeting the medical standards for the foreign certificate upon which the application is based.

In keeping with the decision to remove any fee collection responsibility from AME's, overseas applications for student pilot certificates must now be made directly to an FAA Flight Standards Office or to a Designated FAA Examiner and cannot be made to an AME. The administrative procedures

of § 61.85 governing applications for student pilot certificates therefore have been amended to cover only applications made within the United States.

VI. List of Subjects

14 CFR Part 61

Airmen, Pilots, Students, Foreign persons, Aviation safety, Aircraft.

14 CFR Part 63

Airmen, Aviation safety, Aircraft.

14 CFR Part 65

Airmen, Aviation safety, Aircraft.

14 CFR Part 67

Airmen, Aviation safety, Medical records.

14 CFR Part 145

Air carriers, Aircraft, Aviation safety.

14 CFR Part 187

Airmen, Transportation.

VII. The Amendment

Accordingly, Parts 61, 63, 65, 67, 145, and 187 of the Federal Aviation Regulations (14 CFR Parts 61, 63, 65, 67, 145, and 187) are amended, effective October 18, 1982, as follows:

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

1. By adding a new § 61.2 to read as follows:

§ 61.2 Certification of foreign pilots and flight instructors.

A person who is neither a United States citizen nor a resident alien is issued a certificate under this part (other than under § 61.75 or § 61.77), outside the United States, only when the Administrator finds that the pilot certificate is needed for the operation of a U.S.-registered civil aircraft or finds that the flight instructor certificate is needed for the training of students who are citizens of the United States.

2. By revising § 61.13(a) to read as follows:

§ 61.13 Application and qualification.

(a) An application for a certificate and rating or for an additional rating under this part is made on a form and in a manner prescribed by the Administrator. Each person who is neither a United States citizen nor a resident alien must show evidence that the fee prescribed by Appendix A of Part 187 of this chapter has been paid if that person—

(1) Applies for a student pilot certificate to be issued outside the United States; or

(2) Applies for a written or practical test to be administered outside the United States for any certificate or rating issued under this part.

3. By revising § 61.85(a) to read as follows:

§ 61.85 Application.

(a) A designated aviation medical examiner when applying for an FAA medical certificate in the United States; or

PART 63—CERTIFICATION: FLIGHT CREWMEMBERS OTHER THAN PILOTS

4. By adding a new § 63.2 to read as follows:

§ 63.2 Certification of foreign flight crewmembers other than pilots.

A person who is neither a United States citizen nor a resident alien is issued a certificate under this part (other than under § 63.23 or § 63.42) outside the United States only when the Administrator finds that the certificate is needed for the operation of a U.S.-registered civil aircraft.

5. By revising § 63.11(a) to read as follows:

§ 63.11 Application and issue.

(a) An application for a certificate and appropriate class 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 United States citizen nor a resident alien and applies for a written or practical test to be administered outside the United States 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.

6. By revising § 63.15(a) to read as follows:

§ 63.15 Duration of certificates.

(a) Except as provided in § 63.23 and paragraph (b) of this section, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

§ 63.15a [Reserved]

7. By revoking and reserving § 63.15a as follows:

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

8. By adding a new § 65.3 to read as follows:

§ 65.3 Certification of foreign airmen other than flight crewmembers.

A person who is neither a U.S. citizen nor a resident alien is issued a certificate under Subpart D 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.

9. By revising § 65.11(a) to read as follows:

§ 65.11 Application and issue.

(a) Application for a certificate and appropriate class 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.

10. By revising § 65.15 to read as follows:

§ 65.15 Duration of certificates.

(a) Except for repairman certificates, a certificate or rating issued under this part is effective until it is surrendered, suspended, or revoked.

(b) Unless it is sooner surrendered, suspended, or revoked, a repairman certificate 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.

PART 67—MEDICAL STANDARDS AND CERTIFICATION

11. By revising § 67.11 to read as follows:

§ 67.11 Issue.

Except as provided in § 67.12, an applicant who meets the medical standards prescribed in this part, based on medical examination and evaluation of his history and condition, is entitled to an appropriate medical certificate.

12. By adding a new § 67.12 to read as follows:

§ 67.12 Certification of foreign airmen.

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

PART 145—REPAIR STATIONS

13. By revising § 145.13 by adding a sentence at the end to read as follows:

§ 145.13 Certification of foreign repair stations: Special requirements.

* * * In addition, the applicant must furnish evidence that the fee prescribed by Appendix A of Part 187 of this chapter has been paid.

PART 187—FEES

14. By revising § 187.15 to read as follows:

§ 187.15 Payment of fees.

The fees prescribed in this part are payable to the Federal Aviation Administration by check, money order, or draft payable in U.S. currency and drawn on a U.S. bank.

15. By adding a new Appendix A to Part 187 to read as follows:

Appendix A: Fee Schedule for Certification Services Performed Outside the United States on Behalf of Foreign Nationals Other Than Resident Aliens

(a) Except as provided in paragraph (e), the fees for certification and additional ratings issued under Part 61 of this chapter are as follows:

(1) Each student pilot certificate issued by the FAA, \$14.

(2) Each student pilot certificate issued by a Designated FAA Examiner, \$11.

(3) Each certificate issued under § 61.75 or § 61.77, \$11.

(4) Each written test administered by the FAA for any certificate or added rating, \$19.

(5) Each practical test (oral or flight or combined oral and flight) administered by the FAA for a private pilot certificate or added rating, \$130.

(6) Each practical test (oral or flight or combined oral and flight) administered by the FAA for a commercial pilot certificate or added rating, \$159.

(7) Each practical test (oral or flight or combined oral and flight) administered by the FAA for an airline transport pilot certificate or additional rating, \$225.

(8) Each practical test (oral or flight or combined oral and flight) administered by the FAA for a flight instructor certificate or added rating or exchange of certificate under § 61.199, \$171.

(9) Each practical test (oral or flight or combined oral and flight) administered by the FAA for renewal of a flight instructor certificate under § 61.197, \$70.

(10) Processing of each written or practical test (oral or flight or combined oral and flight) administered by a Designated FAA Examiner for any pilot certificate or added rating, \$37.

(b) Except as provided in paragraph (e), the fees for certification and additional ratings issued under Part 63 are as follows:

(1) Each written test administered by the FAA, \$29.

(2) Each practical test administered by the FAA, \$508.

(3) Processing of each practical test administered by a Designated FAA Examiner, \$37.

(4) Each certificate issued under § 63.23 or § 63.42, \$37.

(c) The fees for certificates and additional ratings issued under Part 65 are as follows:

(1) Each initial Inspection Authorization certificate issued under § 65.91, \$291.

(2) Each practical test administered by the FAA for a mechanic certificate with an airframe rating or for an added airframe rating, \$409.

(3) Each practical test administered by the FAA for a mechanic certificate with a powerplant rating or for an added powerplant rating, \$308.

(4) Processing of each practical test administered by a Designated FAA Examiner for any certificate or added rating, \$27.

(d) Hourly rates for certification actions under § 145.71 are as follows:

(1) \$47. for each technical hour.

(2) \$14. for each clerical hour.

(e) The fees for the initial airman certificates for which evidence of medical qualification is provided by an FAA medical certificate are as follows:

(1) Each initial student pilot certificate issued by FAA, \$22.

(2) Each initial student pilot certificate issued by a Designated FAA Examiner, \$19.

(3) Each initial certificate issued under § 61.75 or § 61.77, \$19.

(4) Each initial certificate issued under § 63.23 or § 63.42, \$45.

(Secs. 313, 601, 802, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354, 1421, and 1422); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); Title V, Independent Offices Appropriations Act of 1952 (31 U.S.C. 483(a)); sec. 28, International Air Transportation Competition Act of 1979 (49 U.S.C. 1159(b)))

NOTE.—Since compliance with these amendments will have only a minimal cost impact on the maintenance of U.S.-registered aircraft overseas and will not otherwise impose any cost or other economic burden on U.S. citizens, it has been determined that they are not major regulations under Executive Order 12291 and, for the same reason, it is certified that, under the criteria of the Regulatory Flexibility Act, they will not have a significant economic impact on a substantial number of small entities. The FAA has determined that this document involves regulations which are not significant under the Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). In addition, the FAA has determined that the expected impact on U.S. citizens of the regulations is so minimal that they do not require an evaluation.

Issued in Washington, D.C., on July 21, 1982.

J. Lynn Helms,
Administrator.

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