

VOLUME 5 AIRMAN CERTIFICATION**CHAPTER 5 TITLE 14 CFR PART 65—AIRMEN OTHER THAN FLIGHT CREWMEMBERS****Section 2 Certificate Airframe and/or Powerplant Mechanic/Added Rating****5-1131 PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.**

A. Maintenance. 3501, 3508.

B. Avionics. 5501, 5508.

5-1132 OBJECTIVE. This section provides guidance for certifying applicants for mechanic certificates and ratings. All airworthiness or avionics inspectors who review these documents shall hold a mechanic certificate with both an Airframe and Powerplant (A&P) rating. Aviation safety technicians (AST) who review these documents shall hold a mechanic certificate with either an Airframe or Powerplant rating, however, review would be limited to the rating held by the authorized AST.

5-1133 JOINT SERVICES AVIATION MAINTENANCE TECHNICIAN CERTIFICATION COUNCIL (JSAMTCC) AIRFRAME AND POWERPLANT (A&P) CERTIFICATION PROGRAM.

A. A recent FAA/JSAMTCC plan provides for military applicant certification integrity by completely specifying the applicant's military training and experience in a level of detail that exceeds the minimum standards set forth in Title 14 of the Code of Federal Regulations (14 CFR) part 65, § 65.77(b), Aviation Maintenance Technician Schools (AMTS). Furthermore, this training and/or experience must be certified by authorized persons in the applicant's branch of service and recorded on the joint service, CG-G-EAE-2 form, FAA Certification Performance of Job Tasks (see Figure 5-136). This form has been used by the U.S. Coast Guard to certify eligibility for A&P certification for many years and has now been adopted by the Department of Defense as a standard form used for personnel certification.

B. The appropriate office in each of the joint services will then use the data on the CG-G-EAE-2 to issue CG-G-EAE-4 form, Certificate of Eligibility (see Figure 5-137), to each qualifying applicant. The applicant may then present the completed Certificate of Eligibility and the FAA Certification Performance of Job Tasks form to a Flight Standards District Office (FSDO) as evidence that he/she qualifies for testing authorization under § 65.77. This certificate will serve the same qualification function as a Certificate of Completion or Graduation from a part 147 AMTS.

C. The Aircraft Maintenance Division, AFS-300, formally recognizes the JSAMTCC as the functional advisory body to each respective United States Military Service's Aviation Maintenance Division and the FAA.

- 1) The military services and JSAMTCC remain primarily responsible for the integrity of the program within the referenced JSAMTCC Policy and Procedures Manual (PPM).
- 2) The JSAMTCC developed the PPM in cooperation with AFS-300 to ensure the contained procedures are well defined and adhered to by all branches of service.
- 3) Changes to the JSAMTCC PPM are subject to acceptance by the Manager, AFS-300, and oversight of the program shall be maintained at that level.
- 4) AFS-300 has assigned a program manager to act as FAA liaison to the JSAMTCC and coordinate oversight and review any changes to the program.

NOTE: Military applicants that have not completed the JSAMTCC program may still be evaluated for authorization to take the mechanic knowledge test based on documented experience and MOS or AFSC codes, as authorized in § 65.77

5-1134 ELIGIBILITY REQUIREMENTS. Applicants for a mechanic certificate must meet the requirements of 14 CFR part 65, subparts A and D. (For the certification of foreign applicants physically located outside the United States as per § 65.3, see volume 5, chapter 5, section 3, Certificate Foreign Applicants Located Outside the United States for Part 65 Mechanic Certificates/Ratings)

A. All applicants must be at least 18 years of age. An applicant under 18 may take the tests, but no mechanic certificate will be issued until the applicant's 18th birthday.

B. All applicants must be able to read, write, speak, and understand English. See the current version of Advisory Circular (AC) 60-28, English Language Skill Standards Required by 14 CFR parts 61, 63, and 65, which states for all certification testing, the applicant will be required to read a section of a technical manual, and then write and explain their interpretation of the reading. (An appropriate technical manual in this sense means an airplane flight manual, maintenance manual, or other publication as appropriate for the certificate or rating sought.)

C. Once the tests have begun, applicants must pass all the required tests within a 24-month period.

5-1135 EXPERIENCE REQUIREMENTS. Section 65.77 requires the applicant to have documented practical experience in maintaining airframes and/or powerplants. At least 18 months of practical experience is required for the appropriate rating requested. For a certificate with both ratings, the requirement is for at least 30 months experience concurrently performing the duties appropriate to both ratings. If the 30 months concurrently performing the duties appropriate to both ratings has not been met, then calculate each rating separately using the 18-month requirement for each.

A. The practical experience must provide the applicant with basic knowledge of and skills with the procedures, practices, materials, tools, machine tools, and equipment used in aircraft construction, alteration, maintenance, and inspection.

B. With exception to the JSAMTCC A&P certification program experience gained from the military, work as an airframe or powerplant mechanic or work on an experimental amateur-built aircraft will be evaluated on its own merits to determine whether it fulfills the experience requirements. When evaluating military experience, aviation safety inspector's (ASI) and ASTs are not to accept Military Occupational Specialty (MOS) or Air Force Specialty Codes (AFSC) "carte blanche" as qualifications to accepting experience of § 65.77. Even though the MOS suggest authorization for either the airframe, powerplant, or both the A&P certificates, the inspector will only endorse FAA Form 8610-2, Airman Certificate and/or Rating Application, after ensuring, by a thorough interview and detailed review of records, that the person qualifies under § 65.77.

C. An applicant is not expected to be highly proficient in overhauls, major repairs, or major alterations in the minimum 18 months experience.

D. Powerplant tests will include questions and projects on propellers that must be completed successfully regardless of the applicant's experience.

E. In evaluating documented part-time practical aviation mechanic experience, an equivalent of 18 months (or 30 months) based on a standard 40-hour workweek is acceptable. The months need not be consecutive. A standard workweek has 8 hours per day for 5 days per week, thus totaling 40 hours per week and approximately 160 hours per month.

F. For foreign applicants located in the United States, all of the requirements for a citizen of the United States apply. This includes applicants who come to the United States just to take the mechanic test. For those located outside the United States, refer to Volume 5, Chapter 5, section 3. The following are types of documents that will be acceptable to establish the required record of time and experience:

1) A detailed original statement from a foreign airworthiness authority of the country in which the experience was gained.

2) A detailed statement from an advisor of the ICAO that will validate the applicant's experience.

3) If the foreign civil authority refuses to provide this information, the inspector will take appropriate action to determine that the experience is valid.

NOTE: Appropriate action is whatever the inspector deems appropriate to determine that the experience is valid, i.e., review supporting documentation presented to satisfy authorization, without expending an excessive amount of time or resources on behalf of the applicant.

4) Foreign military experience is considered acceptable experience towards authorization to take the knowledge test based on the context of § 65.77. The applicant must present verifiable documentation from the foreign military or government substantiating the

military work experience. Review the current version of AC 65-11, Airframe and Power Plant Mechanics Certification Information, for guidance.

NOTE: If the applicant shows only foreign military work experience on aircraft that are not manufactured to U.S. standards, that is not an issue; the experience still has to meet the requirements of § 65.77.

G. Applicants who have not graduated from an FAA-approved AMTS or JSAMTCC A&P certification program must present documents from an employer, co-worker, or other sources satisfactory to the Administrator to establish the required record of time and experience.

1) Applicants will document a proportionate amount of experience directly applicable to the certificate and ratings sought. The applicant must have verifiable experience in 50 percent of the subject areas listed for the rating sought (see 14 CFR part 147, appendices B, C, and D) in order to be eligible.

2) The FAA inspector must evaluate the documents submitted to determine the applicants' eligibility for a test authorization.

3) There is no expiration for this eligibility.

H. Applicants who have not graduated from an FAA-approved AMTS or JSAMTCC A&P certification program and are applying based on military experience must prove that their military aviation experience, gained in 50 percent of subject areas, meets the requirements of part 147.

1) To help speed the review process, the applicant may supply the following documentation to the FAA:

a) A positive form of picture identification, such as a driver's license, passport, or military I.D.

b) A properly completed Form DD-214, which lists the total time in service and the MOS codes the applicant was assigned (for current MOS codes, see Figure 5-135).

c) A letter from the applicant's executive officer, maintenance officer, or classification officer that certifies the applicant's length of military service, the amount of time the applicant worked in each MOS, the make and model of aircraft and/or engine on which the applicant acquired the practical experience, and where the experience was obtained.

d) Training records showing the type of aviation schools the applicant attended and/or a record of on-the-job training. Active duty Air Force, selective guard, and reserve are eligible for a transcript.

2) Time spent in training or in a MOS for supervision and/or inspection will not be counted toward the 18 or 30 months of practical experience required in § 65.77. Only actual hands-on experience is acceptable.

3) The JSAMTCC A&P certification program permits military applicants to be granted authorization to take the Airframe and Powerplant (A&P) Knowledge Test upon presentation of a military Certificate of Eligibility (see Figure 5-137), and a Certification Performance of Job Tasks form (see Figure 5-136).

4) As required by the JSAMTCC A&P certification program process, military technicians will be provided with an individualized FAA Certification Performance of Job Tasks by their branch of service. Upon the completion of the program and validation of all signed tasks, an official Certificate of Eligibility will be issued by the participant's respective branch of service along with a signed copy of the FAA Certification Performance of Job Tasks.

5) Sample copies of the FAA Certification and Performance of Job Task and the Certificate of Eligibility are located in Figures 5-136 and 5-137, respectively. On the certificate, the seal affixed in the lower right corner is gold in color and carries a raised embossed stamp from the applicant's training organization.

6) The military experience must be directly applicable to the certificate and ratings sought.

7) There is no expiration for this eligibility.

8) Applicants must be advised that the authorization to test is only valid for testing by designated mechanic examiners (DME) who exercise privileges within the geographic area served by the FSDO where the authorization is granted. Should the applicant wish to test with a DME in another district, additional FAA approval will be required. The DME must gain permission from their FSDO/international field office by any written means to conduct a test for an applicant authorized in block 5 from an inspector from another geographical location.

5-1136 ORAL AND PRACTICAL SKILL TEST PREREQUISITES. Applicants for a mechanic certificate and/or added rating(s) must meet the applicable knowledge and skill test requirements of part 65, § 65.79.

A. Applicants for the oral and practical tests must present a valid airman test report (with raised, embossed seal) from a computer test center to show proof of successful completion of all sections of the knowledge test. Part 65, § 65.71 (a)(3) and (b) require that all of the prescribed tests, which include the knowledge, oral, and practical skill tests, be passed within a 24-month period.

1) Graduates of an approved part 147 AMTS must complete two (2) originals of FAA Form 8610-2 when applying for oral and practical tests.

2) Individuals applying based on civilian or military experience must present two (2) originals of FAA Form 8610-2, Airman Certificate and/or Rating Application, at the district office. Sections I, II, and III must be completed. Section IV must be signed and dated by the applicant. Section V must be signed and dated by an airworthiness aviation safety inspector (ASI) who holds a mechanic certificate with an A&P.

B. Per part 65, § 65.80, when an AMTS student certificated under part 147 shows an FAA inspector that he/she has made satisfactory progress at the school and is prepared to take the oral and practical tests prescribed by § 65.79, that student may take those tests during the final subjects of his/her training.

1) The AMTS must show that a student is in the final phase of training, has made satisfactory progress, and is prepared for the test. The authorized school official will complete section II E (1) and (2) of FAA Form 8610-2 before the oral and practical tests are administered. The reviewing ASI in the district office will fill out section II F (1) through (4), ensuring that the expiration date is not later than the anticipated graduation date as shown in section II D (4).

2) In completing FAA Form 8610-2, the student will show the school's name and location, school certificate number, the student's curriculum, and the expected graduation date.

3) After completion of the FAA Form 8610-2, ensure that the "Remarks" section on the reverse side of the application indicates the airman's identification, i.e. driver's license number and expiration date. Verify that the DME has completed the "Results of Oral and Practical Tests" and the "Designated Examiner's Report" portions, accordingly. Verify that the "FAA Inspector's Report" has been completed in its entirety to include approval date, signature, and the FAA district office number.

NOTE: Applications made under § 65.80, "hold for age," and disapproved applications are required to be reviewed by the district office. These applications must have the "FAA Inspector's Report" portion completed.

5-1137 ORAL AND PRACTICAL SKILL TEST ADMINISTRATION.

A. FAA Order 8610.4, Aviation Mechanic Examiner Handbook, provides standardized procedures for conducting and processing mechanic oral and practical tests. Inspectors and examiners conducting the tests must use this handbook to ensure a satisfactory standard of competency by applicants for mechanic certificates.

B. The only acceptable evidence of having passed a required oral or practical test is FAA Form 8610-2. In the "Results of Oral and Practical Tests" portion on the reverse side, the form must indicate either that the applicant has passed, with an expiration date, or that the applicant has failed, listing the questions and/or projects failed.

C. An applicant for a retest must first present a valid airman test report (with raised, embossed seal) from a computer test center, two (2) newly completed FAA Forms 8610-2, and the failed FAA Form 8610-2. If less than 30 days have passed since the last test, the applicant must present a letter from an appropriate source indicating additional instruction received in each subject previously failed. The letter of additional instruction should mention the minimum requirements for the person providing the training. That person must hold an airman certificate with at least the rating the applicant is testing for. The retest must cover all subject areas in the failed, incomplete, or expired section. However, applicants who apply for retest within 60 days

to the same DME who gave the failed test may, at the option of the DME, be tested only in the subject areas failed, not completed, or that have expired.

D. Applicants for additional rating(s) who have passed the General section of the test need not retake the General section. Proof that the General section has been passed may be in the form of a current mechanic certificate or FAA Form 8610-2 indicating that section had previously been passed.

5-1138 CHANGE OF ADDRESS/NAME/GENDER/NATIONALITY/DATE OF BIRTH.

NOTE: For changes to the name, gender, nationality and birth date on an airman certificate, FAA Form 8610-2 must be used. On the form, Section I; section II; the "FAA Inspector's Report" portion (with the "approved" box marked, and date, signature, and FAA district office number included); and the method of ID shown in the "Remarks" section on the reverse side of the application, must be completed. The date the inspector signed the "Inspector's Report" will be the same date shown on the temporary certificate.

A. Change of Address. The holder of an airman certificate issued under part 65 must notify the FAA in writing within 30 days after any change in permanent mailing address. The change of address may be submitted by using AC Form 8060-55, Change of Address, by letter or through the online services on the Airmen Certification Branch website. Ensure a map or directions are furnished if a personal mailbox, post office box or rural route is used.

B. Change of Name. The application for change of name on a certificate must be made in person at a FSDO.

1) The application is made by completing FAA Form 8610-2 as specified in the note under paragraph 5-1138. The application package should be accompanied by appropriate documents verifying the change, such as court order stating name or gender change, copy of marriage license, divorce decree, birth certificate, or other state-approved document upholding the name change. Each document must conform to the laws of the state of residence.

2) The applicant's current certificate should accompany the application. The applicant will be issued a temporary certificate to use while awaiting the changes.

C. Change of Gender. Application for a change of gender on a certificate must be made in person at a FSDO.

1) Application is made by completing FAA Form 8610-2 as specified in the note under paragraph 5-1138. The application package should include a court order issued by a court of the United States or its territories stating that the applicant has changed his/her gender, or a statement from a physician or clinical psychologist treating the applicant that contains:

a) Identification of the applicant by name and address, or

b) Verification that the applicant is undergoing treatment that has altered or will alter the applicant's gender.

2) The applicant's current certificate should accompany the application. The applicant will be issued a temporary certificate to use while awaiting the changes.

D. Change of Nationality. Application for a change of nationality on a certificate must be made in person at a FSDO.

1) Application is made by completing FAA Form 8610-2 as stated in the note under paragraph 5-1138. The application package should include the name and location of the court, the date of naturalization, and the docket number. Under no circumstances should the Naturalization papers be copied. In the case of a new rating, a new application is required.

2) The applicant's current certificate should accompany the application. The applicant will be issued a temporary certificate to use while awaiting the changes.

E. Change Date of Birth. Application for a change of birth must be made in person at a FSDO.

1) Application is made by completing FAA Form 8610-2 as specified in the note under paragraph 5-1138. The application package should include appropriate documents verifying the change, such as a birth certificate or other legal document that verifies the date of birth change.

2) The applicant's current certificate should accompany the application. The applicant will be issued a temporary certificate to use while awaiting the changes.

F. Replacement of Certificate. An application for a replacement certificate must be in the form of a letter to the Department of Transportation, Federal Aviation Administration, Airman Certification Branch, P.O. Box 25802, Oklahoma City, Oklahoma 73125. The letter must be signed, dated, and:

1) Contain the name in which the certificate was issued, the permanent mailing address (including zip code), social security number (if any), 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 made payable to the FAA. The fee for a replacement airman certificate is \$2.00 for each certificate being reissued.

NOTE: Aeronautical Circular (AC) Form 8060-55, AC Form 8060-56, Application for Replacement of Lost or Destroyed Airman Certificate(s) as well as an Application for Replacement of Lost or Destroyed Knowledge Test Reports(s), and other certification resources including Airmen Certification's Online Services are available at http://www.faa.gov/licenses_certificates/airmen_certification.

5-1139 FALSIFICATION, FRAUDULENT REPRODUCTION, OR ALTERATION OF DOCUMENTS. Persons who falsify, fraudulently reproduce, or alter certificates or other documents required to support the issuance of a certificate are subject to suspension or revocation of any airman or ground instructor certificate held by that person. Applicants should also be reminded that Title 18 of the United States Code (18 U.S.C.) § 1001 applies, which states that whoever, in any matter within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or devise a material fact, or makes any false, fictitious, or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain false, fictitious, or fraudulent statements or entries, shall be fined under 18 U.S.C. or imprisoned, or both.

5-1140 INELIGIBLE APPLICANTS.

A. An airman whose mechanic certificate is suspended or revoked may not apply for another rating during the period of suspension/revocation. The inspector must review the suspension/revocation order, which will specify any unique terms regarding its duration. An airman whose mechanic certificate is revoked may not reapply for that certificate for a period of up to one year after the date of revocation. The inspector must review the revocation order if that applicant attempts to apply before one year has expired.

B. Part 65, § 65.12(a) and (b) are grounds for denial of application of a certificate to any person convicted of a drug-related offense within the previous 12 months.

NOTE: Although § 65.12 is titled Offenses Involving Alcohol or Drugs, General Counsel has determined that § 65.12 does not cover alcohol-related convictions.

NOTE: A conviction that is under legal appeal is not considered a final conviction.

5-1141 COMPETENCY EXAMINATIONS/ REEXAMINATIONS. Title 49 of the United States Code (49 U.S.C.), § 44709 (formerly Section 609 of the Federal Aviation Act of 1958) provides for reexamination.

A. An airman demonstrating questionable competency while exercising the privileges of the certificate and ratings may be reexamined.

1) Inspectors must consider airman competency as a factor in the following:

- Complaint investigations
- Surveillance
- Unairworthy aircraft notice issuance
- Incident investigations
- Accident investigations
- Enforcement investigations
- Hearings, both formal and informal

2) Questions of airman competency may arise from any source.

B. Based on the results of a reexamination, the FAA must approve, amend, suspend, or revoke the airman's certificate.

5-1142 PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. Knowledge of the regulatory requirements of part 65.

B. Coordination. None.

5-1143 REFERENCES, FORMS, AND JOB AIDS.

A. References (Current Editions).

- Volume 5, Chapter 5, Section 3
- FAA Order 8080.6, Conduct of Airman Knowledge Tests
- FAA Order 8610.4, Aviation Mechanic Examiner Handbook
- AC 60-28, English Language Skill Standards Required by 14 CFR parts 61, 63, and 65
- AC 65-11, Airframe and Powerplant Mechanics Certification Information

B. Forms.

- FAA Form 8610-2, Airman Certificate and/or Rating Application
- FAA Form 8060-4, Temporary Airman Certificate
- Aeronautical Center Form, AC 8060-55, Change of Address Notification (Airmen Certificate Holder)
- Aeronautical Center Form, AC 8060-56, Application for Replacement of Lost Destroyed, or Paper Airman Certificate(s)
- Application for Replacement of Lost or Destroyed Knowledge Test Report(s)
- Computer Airman Test Report (with raised embossed seal)

C. Job Aids.

- JTA: M3.1.22
- Figure 5-135, Military Occupational Specialty (MOS) Codes
- Figure 5-136, FAA Certification Performance of Job Tasks
- Figure 5-137, Certificate of Eligibility

5-1144 PROCEDURES.

A. Review Application. The ASI will check the VIS and PTRS system to determine the status of any existing certificates and to determine if the applicant has made previous attempts to obtain authorization for testing. If the PTRS indicates that the applicant may have been previously denied due to lack of qualification or knowledge, then further research should be

performed prior to issuing an authorization. The results of the research should be entered in the PTRS comments section when the authorization or denial is recorded.

1) If the applicant has previously held or currently holds an airman's certificate, check the Vital Information Subsystem (VIS). Obtain a copy of any suspension/revocation order for review. If the applicant is ineligible for a certificate/rating, return the application and take enforcement action under part 65, § 65.20, if appropriate.

2) If the applicant is eligible, proceed with the certification.

B. Ensure that the Applicant Meets Requirements for Certificate/Rating.

1) Ensure that the applicant has met the experience requirements. If the applicant is eligible for only one rating, ensure that FAA Form 8610-2 has a line through the rating for which the applicant is not eligible.

NOTE: See FAA Order 8610.4, appendix 1, for examples of completed FAA Form 8610-2.

2) Determine if the applicant can read, write, speak, and understand English (see 14 CFR part 61 rewrite, effective 8/4/97).

3) Verify that the applicant is at least 18 years old. If the applicant is under 18, explain that no certificate will be issued until the applicant's 18th birthday.

4) The following tasks must be completed at the field office:

a) The applicant must present the Certificate of Eligibility, CG-G-EAE-4 (Figure 5-137), photo identification, and FAA Certification Performance of Job Tasks, Form CG-G-EAE-2 (Figure 5-136). The inspector is not required to review or match MOS codes to the applicant's documentation.

b) An Airworthiness or Avionics ASI who holds a mechanic certificate with an A&P rating will review the submitted items.

c) Applicants must complete two original copies of FAA Form 8610-2 with sections I, II, III, and IV filled out.

NOTE: Applicants applying based on civil experience must complete section III B. Applicants applying based on military experience must complete section III A and B. Section III should reflect completion of the FAA/Military Certification of Performance of Job Tasks program along with the issuance control number as recorded on the applicant's Certificate of Eligibility Form CG-G-EAE-4. In addition, the applicant must also list his or her total length of military service.

5) The inspector will complete the following tasks:

- a) Return original to the applicant.
- b) Sign section V of FAA Form 8610-2.
- c) Enter PTRS Code “3501”.

NOTE: Military applicants may still be evaluated for authorization to take the mechanic knowledge test based on documented experience and MOS codes, as authorized in § 65.77.

C. Ensure that the Application for Oral and Practical Tests Includes Proof of Successful Completion of Applicable Knowledge Tests. Review appropriate airman test report to ensure that all appropriate sections of the knowledge test have been passed within a 24-month period.

D. Ensure that Oral and Practical Tests are Administered and Passed. If necessary, administer these tests to the applicant according to FAA Order 8610.4.

E. Review Oral and Practical Test Results. Verify that all applicable sections have been successfully completed within a 24-month period.

F. Verify Completed “Inspector’s Report.” After verifying all information previously mentioned, ensure the “Inspector’s Report” has been completed. Check the appropriate boxes, sign, date and include the FAA district office number. The “approved” box need only be marked if the Inspector is the one issuing the temporary certificate.

G. Emergency Replacement Certificates. In an emergency, a Temporary Airman Certificate may be issued to replace a lost or destroyed certificate.

1) The following conditions must be met before issuing an emergency replacement certificate:

- a) The mechanic must show that an immediate replacement of the lost or destroyed certificate is necessary to start or continue employment.
- b) The mechanic must show that it is not possible or feasible to obtain a faxed temporary authority from Airmen Certification Branch, AFS-760. An online request for temporary fax authority can be obtained at http://www.faa.gov/licenses_certificates/airmen_certification.
- c) The mechanic either must be known personally to the inspector or must present, in person, acceptable evidence of identity.
- d) Contact AFS-760 to confirm the validity and ratings of the lost or destroyed certificate.

2) The temporary certificate issued will be marked clearly “EMERGENCY FIELD ISSUANCE” and be limited to the reasonable time necessary for the mechanic to obtain a duplicate certificate from AFS-760. In no case will the temporary certificate be issued for more than 60 days. Copies of Emergency Field Issuance temporary certificates are maintained at the FSDO level. No application will be sent to AFS-760.

3) An expired temporary certificate may be reissued provided the inspector contacts AFS-760 to determine why a permanent certificate has not been issued.

5-1145 TASK OUTCOMES.

A. Complete PTRS.

B. Issue a Certificate/Added Rating in Accordance With Instructions in Order 8610.4.

1) After the applicant has met all the requirements for the certificate/rating successfully, issue FAA Form 8060-4. This form must be either typewritten or filled out in ink and signed by the issuing official and the applicant.

a) No original airman certificates will be issued with the social security number (SSN) of the applicant as the certificate number. The applicant may still supply their SSN on the application, but it will not be used as the certificate number on the temporary airman certificate. This has been in effect since June 1, 2002. The word “pending” will always be used in the “Certificate Number” block on the temporary airman certificate.

b) Examiners and Inspectors should issue and handle FAA Form 8060-4 as follows:

1. No person other than a Flight Standards Inspector of the Federal Aviation Administration or properly designated examiner may issue these forms.

2. No FAA Form 8060-4 is to be issued unless an inspector or an authorized designated examiner has signed it.

3. When an applicant has accomplished the prescribed examinations, the examining official will prepare FAA Form 8060-4 in duplicate with the applicant’s name and address plainly typed or printed with ballpoint pen, and sign his name in the appropriate space provided. The examiner will also insert his or her designation number in the space provided.

4. Ensure that the duplicate copy given to the applicant is legible.

5. Enter the word PENDING in the certificate number space if the applicant has never held a permanent numbered certificate. A unique certificate number will be assigned by AFS-760; otherwise enter the permanent certificate number. On an original issuance, a SSN as a certificate number is no longer used.

NOTE: The reverse side of FAA Form 8060-4, conditions of issuance states: This is an interim certificate issued subject to the approval of the Federal Aviation Administration pending the issue of a greater duration. As such the use of PENDING during this period is considered tantamount to a digital number for the purposes of meeting the recording requirements of 14 CFR §§ 43.9 and 43.11 as applicable.

NOTE: On FAA Form 8610-2, when an applicant, such as a foreign applicant, does not have a SSN, then the application will have the word “none” in the SSN Block. If an applicant does not wish to provide a SSN, the applicant will use the words “Do Not Use” in the SSN block on the application.

2) For a reissuance, the previously assigned certificate number will continue to be shown in block 3. A certificate may be reissued with a U.S. SSN as the certificate number if the airman wishes to retain that number as the certificate number. If a U.S. SSN is provided on the application, enter the SSN number without dashes or spaces immediately above the applicant’s date of birth.

a) Fill out FAA Form 8610-2.

b) When the applicant passes a section, check the “Pass” block and indicate the expiration date. Complete the “FAA Inspector Report” portion of FAA Form 8610-2. Sign the form with the office identifier and date.

NOTE: The inspector’s signature in the “FAA Inspector’s Report” block on the back of the application indicates that the form has only been reviewed for completeness if “Examined this applicant’s papers” is checked. If the inspector actually gave the test, the “Personally Tested” block is checked. The signature is not an endorsement of the applicant’s eligibility.

c) Give the applicant the other signed original of FAA Form 8610-2 with instructions to keep it until the permanent certificate is issued and received.

3) Complete and submit to AFS-760 an application file with the following:

a) A typewritten original, FAA Form 8060-4, signed by the issuing inspector/examiner.

b) The original copy of FAA Form 8610-2 with completed sections I, II, III, IV, and V (as appropriate.) For retests, also send a copy of FAA Form 8610-2, completed and signed in section V, by the Inspector who originally authorized the test.

c) Airman test report or valid Computer Airman Test Report (with raised, embossed seal) from the Computer Test Center.

d) A document certifying additional instruction, if the test was retaken within 30 days.

e) AC Form 8060-1, Mechanic Certificate, when adding a rating.

f) Certification files will be sent to AFS-760 at the following address as soon as possible to permit the necessary review and processing to take place before the expiration of the temporary certificate:

Attn: Airman Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-4940

C. Deny a Certificate/Added Rating. When the applicant fails any required section of the oral or practical test or does not complete the test, accomplish the following:

1) Complete the "FAA Inspector Report" portion of FAA Form 8610-2 on the reverse side of the application. Check and complete all appropriate block(s) in the "Inspector's Report." Ensure the application is completed in sections I, II, III, IV and V, as appropriate.

2) Send to the Airman Certification Branch, AFS-760, Oklahoma City.

3) Return the duplicate copy to the applicant as a record of the sections passed or failed.

4) Return other documents to the applicant, as appropriate.

D. Retest After Failure.

1) Conduct knowledge retests (FAA Order 8080.6).

2) Conduct oral and practical retest.

a) The oral and practical retests must cover all the subject areas in the failed section, as indicated on the application; however, applicants who apply for retest within 60 days of the failure and/or incomplete test to the same DME who gave the failure may, at the option of the DME, be examined in only the subject areas failed on the previous test.

b) If the applicant fails again, complete FAA Form 8610-2 only for the sections included in the retest. A valid airman test report (with raised embossed seal) from the Computer Test Center presented by an unsuccessful applicant for the oral/practical retest must be returned to the applicant with the second original of FAA Form 8610-2.

E. Investigate Discrepancies. Investigate all indications or reports of falsification, fraudulent reproduction, or alteration of airman certification documents and applications.

5-1146 FUTURE ACTIVITIES. Conduct routine surveillance.

RESERVED. Paragraphs 5-1147 through 5-1165.

Figure 5-135, Military Occupational Specialty Codes

Following are the updated, new, and the older MOS codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard enlisted personnel. The new codes are used for active duty time after January, 1990. The older codes are still valid for persons wishing to credit their military aviation maintenance experience toward meeting the requirements of the FAA airframe and powerplant mechanic certificate.

U.S. ARMY CODES

Updated MOS Codes	New MOS Codes	Title	Creditable Experience
67B 20		0-1/U Airplane Repairman	Airframe
67C 20		U-1 Airplane Repairman	Airframe
67D 20		Single Engine Airplane Repairman	Airframe
67E 40/50		Single Engine Airplane Maint. Chief	Airframe
67G 10/20/30/40		Utility Aircraft Repairer	Airframe & Powerplant
67H 10/20/30/40		Observation Aircraft Repairer	Airframe & Powerplant
67J 20		Multi Engine Med. Transp. Airplane Mech	Airframe
67K 20		Multi Engine Airplane Repairman	Airframe
67L 40/50		Multi Engine Airplane Mechanic Chief	Airframe
67M 20		H-13/H-23 Helicopter Repairman	Airframe
67N 10/20/30/40	15M 10/20/30	Utility Helicopter Repairer	Airframe & Powerplant
67P 20		CH-34 Helicopter Repairman	Airframe
67Q 20		Single Eng., Single Rotor Hel. Repairman	Airframe
67R 10/20/30/40	15R 10/20/30/40	AH-64 Helicopter Repairer	Airframe & Powerplant
67S 10/20/30/40	15S 10/20/30/40	Scout Helicopter Repairer	Airframe & Powerplant
67T 10/20/30/40	15T 10/20/30/40	Tact/Transport Helicopter Repairer	Airframe & Powerplant
67U 10/20/30/40	15U 10/20/30/40	Medium Helicopter Repairer	Airframe & Powerplant
67V 10/20/30/40		Observe/Scout Helicopter Repairer	Airframe & Powerplant
67W		Helicopter Repairman	Airframe
67X		Heavy Lift Helicopter Repairer	Airframe &

10/20/30/40			Powerplant
67Y 10/20/30/40		AH-1 Helicopter Repairer	Airframe & Powerplant
67Z 50	15Z 50	Aircraft Maintenance Senior Sergeant	Airframe & Powerplant
68B 10/20/30	15B 10/20/30/40	Aircraft Powerplant Repairer	Powerplant
68B 2Z1		Reciprocating Engine Repairman	Powerplant
68C 20		Reciprocating Engine Repairman	Powerplant
68D 10/20/30	15D 10/20/30/40	Aircraft Powertrain Repairer	Powerplant
68G 10/20/30	15G 10/20/30/40	Aircraft Structural Repairer	Airframe
68K 40	15K 10/20/30/40	Aircraft Components Repair Supervisor	Airframe & Powerplant
	151A	Aviation Maintenance Technician	Airframe & Powerplant

U.S. AIR FORCE CODES

Current MOS Codes	1992 MOS Codes	Prior to 1992 MOS Codes	Title	Creditable Experience
2A333	45234	43131, 431X1	Tactical Aircraft Maint. Apprentice	Airframe
2A353	45254	43151, 431X1	Tactical Aircraft Maint. Journeyman	Airframe & Powerplant
2A373	45274	43171, 431X1	Tactical Aircraft Maint. Craftsman	Airframe & Powerplant
2A390	45299	43191, 43199, 431X1	Tactical Aircraft Maint. Superintendent	Airframe & Powerplant
2A531	45730, 45732	43111, 43113, 43131, 43132, 43133, 43152, 45333	Aerospace Maintenance Apprentice	Airframe
2A551	45750, 45752	43151, 43152, 43153, 45353	Aerospace Maintenance Journeyman	Airframe & Powerplant
2A571	45770, 45772	43171, 43172, 43173, 45373	Aerospace Maintenance Craftsman	Airframe & Powerplant
2A590	45799	43191, 43199	Aerospace Maintenance Superintendent	Airframe & Powerplant
2A532	45731	43110, 43130	Helicopter Maint. Apprentice	Airframe

2A552	45751	43150	Helicopter Maint. Journeyman	Airframe & Powerplant
2A572	45771	43170	Helicopter Maint. Craftsman	Airframe & Powerplant
2A590	45791	43190, 43199	Helicopter Maint. Superintendent	Airframe & Powerplant
2A631	45430	42612, 42632, 42644, 43132	Aerospace Propulsion Apprentice	Powerplant
2A651	45450	42613, 42633, 42652, 42653, 43152	Aerospace Propulsion Journeyman	Powerplant
2A671	45470	42672, 42673, 43172	Aerospace Propulsion Craftsman	Powerplant
2A690	45490	42692, 42693, 43192	Aerospace Propulsion Superintendent	Powerplant
2A635	45434	42334	AC Pneudraulic System Maint. Apprentice	Airframe
2A655	45454	42354, 45214	AC Pneudraulic System Maint. Journeyman	Airframe
2A675	45474	42374	AC Pneudraulic System Maint. Craftsman	Airframe
2A690	45494	42396	AC Pneudraulic System Maint. Superintendent	Airframe
2A636	45235, 45435, 45436	42330, 42331	AC Electrical & Environmental System Apprentice	Airframe
2A656	45255, 45455, 45456	42350, 42351	AC Electrical & Environmental System Journeyman	Airframe
2A676	45275, 45475, 45476	42370, 42371	AC Electrical & Environmental System Craftsman	Airframe
2A690	45295, 45495, 45496	42390	AC Electrical & Environmental System Superintendent	Airframe
2A733	45832	42731, 42735	Aircraft Structural Maint. Apprentice	Airframe
2A753	45852	42715, 42751, 42755	Aircraft Structural Maint. Journeyman	Airframe
2A773	45872	42771, 42775	Aircraft Structural Maint. Craftsman	Airframe
2A793	45899	42799	Aircraft Structural Maint.	Airframe

			Superintendent	
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U.S. COAST GUARD CODES

Old MOS Codes	New MOS Codes	Title	Creditable Experience
AD		Aviation Machinist Mate	Airframe & Powerplant
AD-02		Turboshaft Engines	Powerplant
AE		Aviation Electrician	Airframe
AM		Aviation Structural Mechanic	Airframe & Powerplant
AM-01		Structures	Airframe
AMT		Maintenance Technician Aviation	Airframe & Powerplant

U.S. NAVY CODES

Current MOS Codes	New MOS Codes	Title	Creditable Experience
6402		Reciprocating Engine Technician	Powerplant
6409		J-57 Turbojet Engine Mechanic	Powerplant
6410		F-110 Turbofan Jet Engine Technician	Powerplant
6414		TF-41 Turbofan Jet Engine Technician	Powerplant
6415		TF-30 Turbofan Jet Engine Mechanic	Powerplant
6416	J-52 Turbojet Engine Mechanic		Powerplant
AD-6417	T-400 Turboshaft Jet Engine Mechanic		Powerplant
AD-6418	T-56 Turboprop Engine Mechanic		Powerplant
AD-6419	T-58 Turboshaft Jet Engine Mechanic		Powerplant
AD-6420	T-404 Turbofan Jet Engine Mechanic		Powerplant
AD-6421	TF-34 Turbofan Jet Engine Mechanic		Powerplant
AD-6422	Test Cell Operator Maintainer		Powerplant
AD-6423	T-56-425/426 Turboprop Engine and Propeller Mechanic		Powerplant
AD-6424	T-64 Turboshaft Jet Engine Mechanic		Powerplant
AD-6425	F414-GE-400 Turbofan Jet Engine Mechanic		Powerplant
AD-6426	T-700 Turboshaft Jet Engine Mechanic		Powerplant
AD-6427	J-85 Turboshaft Engine Mechanic		Powerplant
AD-6428	J-85 Turboshaft Engine Mechanic		Powerplant
AM-7232	Structural Repair Technician		Airframe

NOTE: The following NECs may qualify for both an A and/or P. FSDOs will need to evaluate individuals to determine appropriate rating:		
8235	E-6 Flight Engineer	Airframe &/or Powerplant
8245	C-20 Crew Chief	Airframe &/or Powerplant
8250	C-9 Crew Chief	Airframe &/or Powerplant
8251	P-3 Flight Engineer	Airframe &/or Powerplant
8252	C-130 Flight Engineer	Airframe &/or Powerplant
NOTE: The following NECs are aircraft specific and are awarded to individuals advancing from the AD (powerplant), AM (structures), AE (electronics), or AT (avionics). The only individuals that should be given consideration for an A and/or P rating are ones who have held an AM or AD rating. Therefore, the FSDO needs to determine individuals' background to ascertain if they have held an AM or AD rating. If so, then the FSDO can determine, through the interview process, on whether the individual meets the qualifications for an A and/or P rating:		
8303	CH/MH-53E Systems Organizational Maint. Tech.	Airframe or Powerplant
8305	C2/E2 Systems Organizational Maint. Tech.	Airframe or Powerplant
8306	E-2C Group II Systems Organizational Maint. Tech.	Airframe or Powerplant
8307	C-2A Systems Organizational Maint. Tech.	Airframe or Powerplant
8310	C-9B Systems Organizational Maint. Tech.	Airframe or Powerplant
8313	C-40A Systems Organizational Maint. Tech.	Airframe or Powerplant
8314	C-20G Systems Organizational Maint. Tech.	Airframe or Powerplant
8318	C-130 Systems Organizational Maint. Tech.	Airframe or Powerplant
8319	P-3 Systems Organizational Maint. Tech.	Airframe or Powerplant
8332	EA-6B Systems Organizational Maint. Tech.	Airframe or Powerplant
8335	F-14B/D Systems Organizational Maint. Tech.	Airframe or Powerplant
8341	F/A-18E/F Systems Organizational Maint. Tech.	Airframe or Powerplant
8342	F/A-18 Systems Organizational Maint. Tech.	Airframe or Powerplant
8343	E-6A Systems Organizational Maint. Tech.	Airframe or Powerplant
8345	F-14 Systems Organizational Maint. Tech.	Airframe or Powerplant
8346	S-3A Systems Organizational Maint. Tech.	Airframe or Powerplant
8351	A-4 Systems Organizational Maint. Tech.	Airframe or Powerplant
8370	SH-2G Systems Organizational Maint. Tech.	Airframe or Powerplant
8375	H-2 Systems Organizational Maint. Tech.	Airframe or Powerplant
8378	H-60 Systems Organizational Maint. Tech.	Airframe or Powerplant
8379	H-46 Systems Organizational Maint. Tech.	Airframe or Powerplant
8380	UH-1N Systems Organizational Maint. Tech.	Airframe or Powerplant

8388 (AE Only)	SH-60R Electronic Systems Organizational Maint. Tech.	Airframe
8389 (AE Only)	CH-60S Electronic Systems Organizational Maint. Tech.	Airframe
8392	C-20D Systems Organizational Maint. Tech.	Airframe or Powerplant
8805	C2/E2 Systems Organizational Maint. Tech.	Airframe or Powerplant
8806	E-2C Group II Systems Organizational Maint. Tech.	Airframe or Powerplant
8807 (AE Only)	SH-60R Electronic Systems Organizational Maint. Tech.	Airframe
8808 (AE Only)	CH-60S Electronic Systems Organizational Maint. Tech.	Airframe
8819	P-3 Systems Organizational Maint. Tech.	Airframe or Powerplant
8832	EA-6B Systems Organizational Maint. Tech.	Airframe or Powerplant
8835 (AD Only)	F-14B/D Systems Organizational Maint. Tech.	Powerplant
8841	F/A-18E/F Systems Organizational Maint. Tech.	Airframe or Powerplant
8842	F/A-18 Systems Organizational Maint. Tech.	Airframe or Powerplant
8843	E-6A Systems Organizational Maint. Tech.	Airframe or Powerplant
8845	F-14 Systems Organizational Maint. Tech.	Airframe or Powerplant
8847	S-3 Systems Organizational Maint. Tech.	Airframe or Powerplant
8877	H-3 Systems Organizational Maint. Tech.	Airframe or Powerplant
8878	H-60 Systems Organizational Maint. Tech.	Airframe or Powerplant

U.S. NAVY CODES—OLD MOS CODES

Old MOS Codes	Title	Creditable Experience
AD	Aviation Machinist Mate	Powerplant
ADJ	Aviation Machinist Mate	Powerplant
ADR	Aviation Machinist Mate	Powerplant
AM	Aviation Structural Mechanic	Airframe
AME	Aviation Structural Mechanic	Airframe
AMH	Aviation Structural Mechanic	Airframe
AMS	Aviation Structural Mechanic	Airframe

U.S. MARINE CORPS CODES

Updated MOS Codes	New MOS Codes	Title	Creditable Experience
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6012		Aircraft Mechanic	Airframe
6013	6213	Aircraft Mechanic	Airframe
6014		Aircraft Mechanic	Airframe
6015	6212	Aircraft Mechanic	Airframe
6016	6216	Aircraft Mechanic	Airframe
6017	6217	Aircraft Mechanic	Airframe
6018		Aircraft Mechanic	Airframe
6019		Aircraft Maintenance Chief	Airframe & Powerplant
6022	6223	Aircraft Powerplant Mechanic J-52	Powerplant
6024		Aircraft Powerplant Mechanic T-76	Powerplant
6025	6222	Aircraft Powerplant Mechanic Rolls Royce Pegasus	Powerplant
6026	6226	Aircraft Powerplant Mechanic T-56	Powerplant
6027	6227	Aircraft Powerplant Mechanic F-404	Powerplant
6028		Aircraft Powerplant Mechanic	Powerplant
6029		Aircraft Powerplant Mechanic	Powerplant
6042		Aircraft Structures Mechanic	Airframe
6053	6253	Aircraft Structures Mechanic	Airframe
6055	6252	Aircraft Structures Mechanic	Airframe
6056	6256	Aircraft Structures Mechanic	Airframe
6057	6257	Aircraft Structures Mechanic	Airframe
6059	6019	Aircraft Airframe Maintenance Chief	Airframe
6092		Aircraft Structures Mechanic	Airframe
6093		Aircraft Structures Mechanic	Airframe
6094		Aircraft Structures Mechanic	Airframe
6095		Aircraft Structures Mechanic	Airframe
6096		Aircraft Structures Mechanic	Airframe
6097		Aircraft Structures Mechanic	Airframe
6098		Aircraft Structures Mechanic	Airframe
6112		Helicopter Mechanic	Airframe
6113		Helicopter Mechanic	Airframe
6114		Helicopter Mechanic	Airframe
6119	6019	Helicopter Maintenance Chief	Airframe & Powerplant
6122		Helicopter Powerplant Mechanic T-58	Powerplant
6123		Helicopter Powerplant Mechanic T-58	Powerplant
6125		Helicopter Powerplant Mechanic	Powerplant
6142		Helicopter Structures Mechanic	Airframe

6143		Helicopter Structures Mechanic	Airframe
6144		Helicopter Structures Mechanic	Airframe
6152A		Aircraft Structures Mechanic	Airframe
6153A		Aircraft Structures Mechanic	Airframe
6154A		Aircraft Structures Mechanic	Airframe
6155A	6156	Aircraft Structures Mechanic	Airframe
6172		Helicopter Crew Chief CH-46	Airframe & Powerplant
6173		Helicopter Crew Chief CH-53	Airframe & Powerplant
6174		Helicopter Crew Chief H-1/AH-1	Airframe & Powerplant
6175		Tilt Rotor Crew Chief V-22	Airframe & Powerplant
6116		Tilt Rotor Mechanic	Airframe
6124		Helicopter Powerplant Mech T-400/T-700	Powerplant
6178		Presidential Helicopter Crew Chief VH-60N	Airframe & Powerplant
6179		Presidential Helicopter Crew Chief VH-3D	Airframe & Powerplant

Figure 5-136, FAA Certification Performance of Job Tasks

Applicant Last Name _____ First Name: _____ MI: __ Last Four SSN: _____

1. Military Job Classification:

2. Military Job Classification Description:

EXAMPLE

3. This CG-G-EAE-2 Form is not complete and cannot be presented to the FAA Flight Standards District Office (FSDO) to gain authorization for testing under 14 CFR part 65, section (§) 65.77 without the official CG-G-EAE-4 Form, Certificate of Eligibility, signed and issued by the FAA-Approved Signature Authority from the technician's branch of service, and carrying the authentic raised embossed seal from the issuing organization.

3.1. FAA-Approved Signature Authority for the CG-G-EAE-4 Form, Certificate of Eligibility:

US Army: US Army Aviation Logistics School (USAALS)

US Air Force: Community College of the Air Force (CCAF)

US Navy: United Services Military Apprenticeship Program (USMAP)

US Marine Corps: United Services Military Apprenticeship Program (USMAP)

US Coast Guard: United Services Military Apprenticeship Program (USMAP)

4. The Unit-Level Approving Official's signature on the CG-G-EAE-2 form verifies _____ has successfully satisfied the established FAA requirements of practical aircraft maintenance experience for the FAA Mechanic Certificate with (Circle one) Airframe/Powerplant/Airframe and Powerplant ratings per § 65.77, including months of combined practical experience while performing the duties within the career field of aviation maintenance.

4.1. Unit-Level Approving Official:

US Army: Aircraft Maintenance Officer

US Air Force: Aircraft Maintenance Officer

US Navy: Maintenance Officer

US Marine Corps: Maintenance Officer

US Coast Guard: Engineering Officer

Unit-Level Approving Official Signature _____

Print Name _____

Unit _____

Date _____

Figure 5-137, Certificate of Eligibility

