

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 International Civil Aviation Organization (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 individual 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 branch of service along with a signed copy of the FAA Certification Performance of Job Tasks.

NOTE: Individuals issued a Certificate of Eligibility by the military may be verified through the SGL Inspector online database at the following address: <http://av-info.av.s.faa.gov/SGLInspector/InspectorLoginList.asp>. By utilizing the Advanced Search feature on the Web site, ASIs can access individuals by name or issue control number as shown on their Certificate of Eligibility prior to authorization in Block V of FAA Form 8610-2, Mechanics Certificate and/ or Rating Application.

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, 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 8610.12, Technical Personnel 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; and

- 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 COORDINATION REQUIREMENTS. None.

5-1143 REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Volume 5, Chapter 5, Section 2;
- FAA Order 8080.6, Conduct of Airman Knowledge Tests;
- FAA Order 8610.12, Technical Personnel Examiner Handbook;
- AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65; and
- AC 65-2D, Airframe and Powerplant Mechanics Certification Guide.

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); and
- 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; and
- 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 8610.12, 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 August 4, 1997).

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 the PTRS Record.

B. Issue a Certificate/Added Rating in Accordance With Instructions in Order 8610.12.

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 (Social Security Number) 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.

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.

**US AIR FORCE, CONTINUED
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A331	45231, 45233, 32636, 32637, 32638	A-10, F-15, and U-2 Avionics Systems Apprentice	Airframe
2A351	45251, 45253, 32656, 32657, 32658	A-10, F-15, and U-2 Avionics Systems Journeyman	Airframe
2A371	45271, 45273, 32676, 32677, 32678	A-10, F-15, and U-2 Avionics Systems Craftsman	Airframe
2A332	45232, 32636, 32637, 32638	F-16, F-117, RQ-1, CV-22 Avionics Systems Apprentice	Airframe
2A352	45252, 32656, 32657, 32658	F-16, F-117, RQ-1, CV-22 Avionics Systems Journeyman	Airframe
2A372	45272, 32676, 32677, 32678	F-16, F-117, RQ-1, CV-22 Avionics Systems Craftsman	Airframe
2A333	45234, 43131	Tactical Aircraft Maintenance Apprentice	Airframe
2A353	45254, 43151	Tactical Aircraft Maintenance Journeyman	Airframe & Powerplant
2A373	45274, 43171	Tactical Aircraft Maintenance Craftsman	Airframe & Powerplant
2A531	45730, 45732, 43131, 43132, 43133, 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
2A532	45731, 43131	Helicopter/Tiltrotor Maintenance Apprentice	Airframe
2A552	45751, 43150	Helicopter/Tiltrotor Maintenance Journeyman	Airframe & Powerplant
2A572	45771, 43170	Helicopter/Tiltrotor Maintenance Craftsman	Airframe & Powerplant
2A533	45733, 32331, 32332, 32333, 32531, 32830, 32831, 32834	Integrated Avionics Systems Apprentice	Airframe

**US AIR FORCE, CONTINUED
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A553	45753, 32351, 32352, 32353, 32551, 32850, 32851, 32854	Integrated Avionics Systems Journeyman	Airframe
2A573	45773, 32371, 32372, 32373, 32571, 32870, 32871, 32874	Integrated Avionics Systems Craftsman	Airframe
2A631	45430, 42632, 42633, 43132	Aerospace Propulsion Apprentice	Powerplant
2A651	45450, 42652, 42653, 43152	Aerospace Propulsion Journeyman	Powerplant
2A671	45470, 42672, 42673, 43172	Aerospace Propulsion Craftsman	Powerplant
2A691	45490, 42692, 42693, 43192	Aerospace Propulsion Superintendent	Powerplant
2A634	45433, 42333	Aircraft Fuel Systems Apprentice	Airframe
2A654	45453, 42353	Aircraft Fuel Systems Journeyman	Airframe
2A674	45473, 42373	Aircraft Fuel Systems Craftsman	Airframe
2A635	45434, 42334	Aircraft Hydraulic Systems Apprentice	Airframe
2A655	45454, 42354	Aircraft Hydraulic Systems Journeyman	Airframe
2A675	45474, 42374	Aircraft Hydraulic Systems Craftsman	Airframe
2A636	45235, 45435, 45436, 42330, 42331	Aircraft Electrical & Environmental Systems Apprentice	Airframe
2A656	45255, 45455, 45456, 42350, 42351	Aircraft Electrical & Environmental Systems Journeyman	Airframe
2A676	45275, 45475, 45476, 42370, 42371	Aircraft Electrical & Environmental Systems Craftsman	Airframe
2A733	45832, 42731, 42735	Aircraft Structural Maintenance Apprentice	Airframe
2A753	45852, 42751, 42755	Aircraft Structural Maintenance Journeyman	Airframe
2A773	45872, 42771, 42775	Aircraft Structural Maintenance Craftsman	Airframe

**US AIR FORCE, CONTINUED
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A390	45292, 32690, 32691, 32692, 32699, 45299, 43191, 43199	Tactical Aircraft Superintendent	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
2A590	45799, 43191, 43199, 45791, 43190, 2A490, 45793, 32390, 32391, 32591, 32894, 32899, 32900	Aerospace Maintenance Superintendent	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
2A690	45493, 42396, 45494, 45295, 45495, 45496, 42390	Aircraft Systems Superintendent	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
2A790	45899, 42799	Aircraft Fabrication Superintendent	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
2A300	45100, 45200, 45400, 32900, 43200	Aircraft Chief Enlisted Manager	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
2A600	45200, 45400, 32900, 43200	Systems Chief Enlisted Manager	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.

US ARMY
CURRENT AS OF: 13 NOV 07

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
15B10/30	68B10/30	Aircraft Powerplant Repairer	Powerplant
15D10/30	68D10/30	Aircraft Powertrain Repairer	Powerplant
15F10/30	68F10/30	Aircraft Electrician	Airframe
15G10/30	68G10/30	Aircraft Structural Repairer	Airframe
15H10/30	68H10/30	Aircraft Pneudraulics Repairer	Airframe
15J10/30	68J10/30	Aircraft Armament/Missile Systems Repairer	Airframe
15K40	68K40	Aircraft Components Repairer Supervisor	Airframe
15M10/30	67N10/30	UH-1 Helicopter Repairer	Airframe & Powerplant
15N10/30	68N10/30	Avionic Mechanic	Airframe
15R10/40	67R10/40	AH-64 Attack Helicopter Repairer	Airframe & Powerplant
15R10/40	67Y10/40	AH-1 Attack Helicopter Repairer	Airframe & Powerplant
15S10/40	67S10/40	OD-58D Helicopter Repairer	Airframe & Powerplant
15T10/40	67T10/40	UH-60 Helicopter Repairer	Airframe & Powerplant
15U10/40	67U10/40	CH-47 Helicopter Repairer	Airframe & Powerplant
15V10/30	67V10/30	Observation/Scout Helicopter Repairer	Airframe & Powerplant
15X10/30	68X10/30	AH-64 Armament/Electrical Systems	Airframe
15Y10/30	68Y10/30	AH-64 Longbow Armament/Electrical Systems	Airframe
15Z50	67Z50	Aircraft Maintenance Senior Sergeant	Airframe & Powerplant
67G10/40	67G10/40	Utility Airplane Repairer	Airframe & Powerplant

**US NAVY
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
AD-6410		F-110 Turbofan Jet Engine First Degree Repair/IMA Technician	Powerplant
AD-6415		TF-30 Turbofan Jet Engine First Degree Repair/IMA Mechanic	Powerplant
AD-6416		J-52 Turbojet Engine First Degree/IMA Mechanic	Powerplant
AD-6417		T-400 Turboshaft Jet Engine First Degree Repair/IMA Mechanic	Powerplant
AD-6418		T-56 Turboprop Engine and 54H60 Series Propeller First Degree/IMA Mechanic	Powerplant
AD-6419		T-58 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6420		F-404 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6421		TF-34 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6422		Test Cell Operator/Maintainer	Powerplant
AD-6423		T-56-425/427 Turboprop Engine and Propeller IMA Mechanic	Powerplant
AD-6424		T-64 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6425		F414-GE-400 Turbofan Jet Engine Third Degree/IMA Mechanic	Powerplant
AD-6426		T-700 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6428		Helicopter Rotors/Related Components IMA Mechanic	Powerplant
AM-7232		Advanced Composite Structural Repair IMA 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:

8206	C-130 Flight Mechanic	Airframe &/or Powerplant
8209	C-40A Crew Chief	Airframe &/or Powerplant
8229	E-6B In-flight Technician	Airframe &/or Powerplant

**US NAVY
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8235		E-6B Flight Engineer	Airframe &/or Powerplant
8245		C-20/C-37 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
8279		C-2 Transport Aircrewman	Airframe &/or Powerplant
<p>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:</p>			
8303		CH/MH-53E Systems Organizational Maint. Tech.	Airframe or Powerplant
8305		C2/E2 Systems Organizational Maint. Tech.	Airframe or Powerplant
8306		E2C 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

**US NAVY
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8332		EA-6B Systems Organizational Maint. Tech.	Airframe or Powerplant
8335		F-14B/D Systems Organizational Maint. Tech.	Airframe or Powerplant
8341		F/A-18 E/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
8347	8346/S-3A	S-3B 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-60 Electronic Systems Organizational Maint. Tech.	Airframe
8392		C-20 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

**US NAVY
CURRENT AS OF: 13
NOV 07**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
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-18 E/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
Old Codes			
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

**US MARINE CORPS
CURRENT AS OF: 13 NOV 07**

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
6062		Aircraft Intermediate Hydraulic/Pneumatic Mech	Airframe
6092		Aircraft Intermediate Level Structures Mech	Airframe
6112		Helicopter Mechanic CH-46	Airframe & Powerplant
6113		Helicopter Mechanic CH-53	Airframe & Powerplant
6114		Helicopter MechanicA/UH-1	Airframe & Powerplant
6116		Tiltrotor Mech MV-22	Airframe & Powerplant
6122		Helicopter P/P Mech T-58	Powerplant
6123		Helicopter P/P Mech T-64	Powerplant
6124		Helicopter P/P Mech T-400/T-700	Powerplant
6132		Helicopter / Tiltrotor Dynamic Comp Mech	Airframe
6152		Helicopter Airframe Mech CH-46	Airframe
6153		Helicopter Airframe Mech CH-53	Airframe
6154		Helicopter Airframe Mech UH/AH-1	Airframe
6156		Tiltrotor Airframe Mech MV-22	Airframe
6172		Helicopter Crew Chief CH-46	Airframe & Powerplant
6173		Helicopter Crew Chief CH-53	Airframe & Powerplant
6174		Helicopter Crew Chief UH-1	Airframe & Powerplant
6176		Tiltrotor Crew Chief MV-22	Airframe & Powerplant
6212		Fixed-Wing Aircraft Mech AV-8/TAV-8	Airframe & Powerplant
6213		Fixed-Wing Aircraft Mech EA-6	Airframe & Powerplant
6214		Unmanned Aerial Vehicle Mech UAV	Airframe & Powerplant
6216		Fixed-Wing Aircraft Mech KC-130	Airframe & Powerplant
6217		Fixed-Wing Aircraft Mech FA-18	Airframe & Powerplant
6222		Fixed-Wing Aircraft P/P Mech F-402	Powerplant

**US MARINE CORPS
CURRENT AS OF: 13 NOV 07**

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
6223		Fixed-Wing Aircraft P/P Mech J-52	Powerplant
6226		Fixed-Wing Aircraft P/P Mech T-56	Powerplant
6227		Fixed-Wing Aircraft P/P Mech F-404	Powerplant
6252		Fixed-Wing Aircraft A/F Mech AV-8/TAV-8	Airframe
6253		Fixed-Wing Aircraft A/F Mech EA-6	Airframe
6256		Fixed-Wing Aircraft A/F Mech KC-130	Airframe
6257		Fixed-Wing Aircraft A/F Mech FA-18	Airframe
6276	6232 / 6242	Fixed-Wing Aircraft Crew Chief KC-130	Airframe & Powerplant

**US COAST GUARD
CURRENT AS OF: 13 NOV 07**

CURRENT MOS (RATING) CODE	PREVIOUS MOS (RATING) CODE	TITLE	CREDITABLE EXPERIENCE
AMT		Aviation Maintenance Technician	Airframe & Powerplant
AMT	AD	Aviation Machinist Mate	Airframe & Powerplant
AMT	AE	Aviation Electrician's Mate	Airframe & Powerplant
AMT	AM	Aviation Structural Mechanic	Airframe & Powerplant
AET		Avionics Electrical Technician	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.
AET	AE	Aviation Electrician's Mate	May qualify for Airframe and/or Powerplant rating. ASI evaluation required to determine appropriate rating.

Figure 5-136, FAA Certification Performance of Job Tasks

FAA CERTIFICATION PERFORMANCE OF JOB TASKS

Applicant's Last Name:	First Name:	MI:	Last Four SSN:

1. Military Job Classification:

2. Military Job Classification Description:

Duties and Responsibilities:

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 Title 14, CFR Part 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 Title 14, CFR, Part 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



RESERVED. Paragraphs 5-1147 through 5-1165.