

Federal Aviation Agency



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AIRMEN

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SUBJECT : CHANGE IN AIRFRAME AND POWERPLANT MECHANIC TESTS

1. PURPOSE. This circular announces a change in the format of mechanic written, oral, and practical tests.
2. SUMMARY. An improved method of examining applicants for mechanic certificates and ratings will be initiated on January 1, 1968. The new system will utilize a separate written, oral, and practical test for each rating, as in the past, and the tests will cover the same material as present tests, but the format will be changed.

The new tests will each contain only three sections instead of a variable number of sections as in the present system. Each test will contain a "General" section, covering subjects applicable to both airframes and powerplants, that will not normally have to be taken again when being tested for the alternate rating. Persons who already have some passing credit will be able to continue under the present system for 24 months after the new system goes into effect.

3. BACKGROUND. Mechanic written, oral, and practical tests in present use contain five or more sections, each with a title description of its contents. Such division was necessary to assure that a report of grades to an applicant would provide a meaningful indication of his strengths and weaknesses in a widely diverse occupation. Recent improvements in test reporting make it no longer necessary to retain a relatively large number of test sections. Since July 3, 1967, all reports of written test grades have included a listing of the specific subject areas in which one or more questions were answered incorrectly.

When the present section titles were established, they represented fairly equal divisions of the technical areas to be tested. Continuous changes in aviation technology have caused the present number of sections and titles to be less appropriate and no longer indicative of the divisions of knowledge and skill required for a mechanic certificate and ratings.

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4. THE NEW TESTS. The new tests will be available on January 1, 1968. A new format will be used for the written, oral, and practical tests. Section titles for the Airframe tests will be: (1) General, (2) Airframe Structures, and (3) Airframe Systems and Components. The sections of the Powerplant tests will be: (1) General, (2) Powerplant Theory and Maintenance, and (3) Powerplant Systems and Components. The General section will be the same for each test and will cover subjects that apply equally to the airframe and powerplant ratings.

The new section titles are broader than those in present use and will permit greater flexibility for updating tests as technology changes.

5. KEY FEATURES.

- a. All applicants for an original mechanic test (written, oral, or practical) will be issued the new format test after January 1, 1968.
- b. Applicants who have unexpired passing credit for any section of mechanic test (written, oral, or practical) that was taken before January 1, 1968, may continue to use the old format tests to pass the remaining sections. The old format tests will be available for 24 months after January 1, 1968; however, all passing credit earned using the old format tests will expire not later than January 31, 1970.
- c. An applicant will not be required to take the General section of a written, oral, or practical test if he has:
 - (1) a mechanic certificate with the alternate rating;
 - (2) a test report for the corresponding written, oral, or practical test for the alternate rating that shows unexpired passing credit for the General section, or;
 - (3) a test report for the corresponding written, oral, or practical test for the alternate rating that shows unexpired passing credit for all sections of the old format test.

6. SUGGESTED ACTION. Applicants who have unexpired passing credit for sections of the written, oral or practical tests under the present system, or who intend to begin taking mechanic tests before January 1, 1968, should continue testing as usual. There is no particular advantage to be gained by waiting for introduction of the new test format since test coverage will be substantially the same.


Director
acting Flight Standards Service