

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 inspectors (Airworthiness or Avionics) who review these documents must hold a mechanic certificate with both an Airframe and Powerplant (A&P) rating. Aviation safety technicians (AST) who review these documents must hold a mechanic certificate with either an airframe or powerplant rating; however, review by an authorized AST is limited to the rating that he or she holds.

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

A. Military Certification. A recent Federal Aviation Administration (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) for Aviation Maintenance Technician Schools (AMTS). Authorized persons in the applicant's branch of service must certify this training and/or experience and record it on the joint service Form CG-G-EAE-2, FAA Certification Performance of Job Tasks (see Figure 5-136). The U.S. Coast Guard (USCG) has used this form to certify eligibility for A&P certification for many years, and the Department of Defense (DOD) has now adopted it as a standard form for personnel certification.

B. Eligibility. The appropriate office in each of the joint services will then use the data on Form CG-G-EAE-2 to issue Form CG-G-EAE-4, 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 14 CFR part 147 AMTS.

C. Advisory Body. The Aircraft Maintenance Division (AFS-300) formally recognizes the JSAMTCC as the functional advisory body to each respective U.S. 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 of AFS-300, and oversight of the program shall be maintained at that level.

4) 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 military occupational specialty (MOS), Air Force Specialty Code (AFSC), or Navy Enlisted Code (NEC) codes, as authorized in § 65.77. However, when evaluating military experience, aviation safety inspectors (ASI) and ASTs are not to accept MOSs, AFSCs, or NECs “carte blanche” as qualifications to accepting experience of § 65.77. Even though the MOSs suggest authorization, the applicant must have verifiable experience in 50 percent of the subject areas listed for the rating sought (refer to part 147 appendices B, C, and D) in order to be eligible.

5-1134 ELIGIBILITY REQUIREMENTS. Applicants for a mechanic certificate must meet the requirements of 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. Age Restrictions. An applicant under 18 years of age may take the tests, but do not issue a mechanic certificate until the applicant’s 18th birthday.

B. Language Requirements. All applicants must be able to read, write, speak, and understand English. Refer to the current edition 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 needs to read a section of a technical manual, and then write and explain his/her interpretation of the reading. (An appropriate technical manual in this sense means an Airplane Flight Manual (AFM), maintenance manual, or other publication, as appropriate for the certificate or rating sought.)

C. Testing Periods. 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 appropriate to the rating requested is required. For a certificate with both ratings, the requirement is at least 30 months of experience concurrently performing the duties appropriate to both ratings. If the applicant has not met the required 30 months concurrently performing the duties appropriate to both ratings, calculate each rating separately using the 18-month requirement for each.

NOTE: Applying for ratings separately will result in no less than 36 months total requirement for both ratings.

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

B. Evaluating Military Experience. 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 receive evaluations on its own merits to determine whether it fulfills the experience requirements. When evaluating military experience, ASIs and ASTs are not to accept MOSs, AFSCs, or NECs “carte blanche” as qualifications to experience as per § 65.77. Even if the MOS suggests authorization for the airframe, powerplant, or both 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. Expectations. There is no expectation that an applicant be highly proficient in overhauls, major repairs, or major alterations in the minimum 18 months of experience.

D. Powerplant Tests. Powerplant tests will include questions and projects on propellers that the applicant must successfully complete regardless of his or her experience.

E. Part-Time Practical Experience. During the evaluation of part-time practical aviation maintenance experience, the applicant must document an equivalent of 18 months for each rating individually, or 30 months of experience for both ratings. This is based on a standard work-week that has 8 hours per day for 5 days per week, or a 40 hour work-week, or a total of approximately 160 hours per month. The time is cumulative, but the days, weeks, and months are not required to be consecutive. The practical experience must be documented.

F. Foreign Applicants. 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, see 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 Civil Aviation Authority (CAA) of the country in which he/she gained the experience.
- 2) A detailed statement from an advisor of the International Civil Aviation Organization (ICAO) that will validate the applicant’s experience.
- 3) If the CAA 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 (e.g., 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 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 editions of AC 65-2, Airframe and Powerplant Mechanics Certification Guide, and AC 65-30, Overview of the Aviation Maintenance Profession, 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. Programs without Approval. Applicants who have not graduated from an FAA-approved AMTS or JSAMTCC A&P certification program must present documents from an employer, coworker, 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 (refer to 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. Applications Based on Military Experience. Applicants who have not graduated from a 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 valid and positive form of picture identification, such as a U.S. driver's license, passport, or military identification.

b) A properly completed DD Form 214, Certificate of Release or Discharge from Active Duty, which lists the total time in service and the MOS codes assigned to the applicant. (For current MOS, AFSC, or NEC codes, see Figure 5-135, Military Operational Specialty Codes.)

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 he/she obtained the experience.

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

2) Time spent in training or in an MOS, AFSC, or NEC for supervision and/or inspection does not count 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 receive authorization to take the A&P Knowledge Test upon presentation of a military Certificate of Eligibility (see Figure 5-137) and FAA Certification Performance of Job Tasks form (see Figure 5-136).

4) As required by the JSAMTCC A&P certification program process, the applicable branch of service will provide military technicians with an individual FAA Certification Performance of Job Tasks. Upon the completion of the program and validation of all signed tasks, military technicians will issue an official Certificate of Eligibility by the participant's 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 in Figures 5-136 and 5-137, respectively. On the certificate, the seal affixed in the lower-right corner is gold in color, and it 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) Advise applicants that the authorization to test is only valid for testing by Designated Mechanic Examiners (DME) exercising privileges within the geographic area served by the FSDO/International Field Office (IFO) granting the authorization. Additional FAA approval is necessary if the applicant wishes to test with a DME in another district. The DME must gain permission from their FSDO/IFO by any written means to conduct a test for an applicant authorized in block V 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 § 65.79.

A. Test Reports. 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. The appropriate knowledge tests are the Aviation Mechanic General (AMG) Aviation Mechanic Airframe (AMA), and Aviation Mechanic Powerplant (AMP), depending on the rating sought. Section 65.71(a)(3) and (b)

requires the passage of all of the prescribed tests, which include the knowledge, oral, and practical skill tests, within a 24-month period.

1) Under the Pilot's Bill of Rights (PBR), applications for airman certificates, ratings, or inspection authorizations involve FAA investigations of an individual's qualifications to hold the airman certificate, rating, or inspection authorization for which the individual has applied. Because such investigations are not for the purpose of determining whether a violation exists, the inspector does not issue a Letter of Investigation (LOI), and therefore only some of the written notifications under the PBR apply. Any individual who applies for an airman certificate, rating, or inspection authorization must receive and acknowledge receipt of the written notification of investigation at the time of the application (see Figure 5-137G, Sample Written Notification to an Airman Applicant). The signed acknowledgment of receipt of the written notification must be retained with the individual's application.

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

3) Individuals applying based on civilian or military experience must present two originals of FAA Form 8610-2 at the Flight Standards Field Office (FSFO). Complete sections I, II, and III. The applicant must sign and date section IV. An Airworthiness ASI who holds a mechanic certificate with an A&P must sign and date section V.

B. Part 147 Certificated Students. Under § 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 ready for the test. The authorized school official will complete section IIE(1) and (2) of FAA Form 8610-2 before administering the oral and practical tests. The reviewing ASI in the district office will fill out section IIF(1) through (4), ensuring that the expiration date is not later than the anticipated graduation date as shown in section IID(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 FAA Form 8610-2, ensure that the "Remarks" section on the reverse side of the application indicates the airman's identification (e.g., U.S. driver's license number and current expiration date). Verify that the DME has completed the "Results of Oral and Practical Tests" and the "Designated Examiner's Report" portions, accordingly. Verify the "FAA Inspector's Report" is complete in its entirety, including approval date, signature, and the FSFO number.

NOTE: The FSFO needs to review applications made under § 65.80, "hold for age," and disapproved applications. These applications must have the "FAA Inspector's Report" portion completed.

5-1137 ORAL AND PRACTICAL SKILL TEST ADMINISTRATION.

A. Standardized Test Procedures. The current edition of FAA Order 8900.2, General Aviation Airman Designee 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. FAA Form 8610-2. 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 a 24-month expiration date, or that the applicant has failed, listing the questions and/or projects failed in the remarks section.

C. Retest Applicants. An applicant for a retest must first present a valid airman test report (with raised, embossed seal) from a computer test center, two newly completed FAA Forms 8610-2, and the failed FAA Form 8610-2. If less than 30 days has 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. Additional Ratings. Applicants for additional rating(s) who have passed the General section of the test need not retake the General section. Proof of passing the General section may be in the form of a current mechanic certificate or FAA Form 8610-2 indicating the previous passage of the section.

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

NOTE: For changes to the name, gender, citizenship/nationality, and birth date on an airman certificate, use FAA Form 8610-2. On the form, section I, section IV, the “FAA Inspector’s Report” portion (with the “approved” box marked, and date, signature, and FAA district office number included), and the method of identification 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 on the temporary certificate (see Figure 5-137D, Sample of Completed FAA Form 8610-2 (Name Change)).

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. Submit the change of address by using Form AC 8060-55, Change of Address Notification, by letter or through the online services on the Airmen Certification Branch (AFS-760) Web site at

http://www.faa.gov/licenses_certificates/airmen_certification/. Include a map or directions if you are using a personal mailbox, post office box, or rural route.

B. Change of Name. Apply for a change of name on a certificate in person at an FSDO/IFO.

1) Apply by completing FAA Form 8610-2 as specified in the note under paragraph 5-1138. The 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, should accompany the application package. Each document must conform to the laws of the state of residence.

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

C. Change of Gender. Apply for a change of gender on a certificate in person at an FSDO/IFO.

1) Apply 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:

- Identification of the applicant by name and address, or
- 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. Issue the applicant a temporary certificate to use while awaiting the changes.

D. Change of Citizenship/Nationality. Apply for a change of nationality on a certificate in person at an FSDO/IFO.

1) Apply 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 will anyone copy the Naturalization papers. In the case of a new rating, a new application is necessary.

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. Apply for a change of birth in person at an FSDO/IFO.

1) Apply 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. Issue the applicant a temporary certificate to use while awaiting the changes.

F. Replacement of Certificate. An application for a replacement certificate can be in the form of a letter and can be sent to the following address:

Department of Transportation
Federal Aviation Administration
Airman Certification Branch, AFS-760
P.O. Box 25802
Oklahoma City, OK 73125

1) The letter must be signed, dated, and contain the name in which the certificate was issued, the permanent mailing address (including ZIP code), Social Security Number (SSN) (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.

2) The letter must be accompanied by a check or money order made payable to the FAA. The fee for a replacement airman certificate is \$2 for each reissued certificate.

NOTE: AC Form 8060-55 and AC Form 8060-56, Application for Replacement of Lost or Destroyed, or Paper Airman Certificate(s), as well as an Application for Replacement of Lost or Destroyed Knowledge Test Report(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. Remind applicants 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, will be fined under 18 U.S.C. or imprisoned, or both. The paper-to-plastic Notice of Proposed Rulemaking (NPRM) was finalized on February 28, 2008. All mechanics that do not have the new security-enhanced plastic airman certificate must get a replacement by March 31, 2013. After this date, the airman will not be able to exercise the privileges of their paper mechanic certificate.

5-1140 INELIGIBLE APPLICANTS.

A. Suspended Certificate Holders. An airman with a suspended or revoked mechanic certificate 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 with a revoked mechanic certificate may not reapply for that

certificate for a period of up to 1 year after the date of revocation. The inspector must review the revocation order if that applicant attempts to apply before 1 year has expired.

B. Denial of Applications. Section 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 a final conviction.

5-1141 COMPETENCY EXAMINATIONS/REEXAMINATIONS. Title 49 of the United States Code (49 U.S.C.), § 44709 provides for reexamination.

A. Questionable Competency. 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. Reexamination Results. 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):

- FAA Order 8080.6, Conduct of Airman Knowledge Tests;
- FAA Order 8900.2, General Aviation Airman Designee Handbook;
- AC 60-28, English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65; and
- AC 65-2, 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;
- AC Form 8060-55, Change of Address Notification (Airmen Certificate Holder);
- AC Form 8060-56, Application for Replacement of Lost, Destroyed, or Paper Airman Certificate(s);
- AC Form 8060-70, Application for Replacement of Lost or Destroyed Knowledge Test Report(s); and
- Computer Airman Test Report (with raised, embossed seal).

C. Job Aids:

- Job Task Analysis (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 enhanced Vital Information Database (eVID) and PTRS 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. Enter the results of the research in the PTRS comments section when recording the authorization or denial.

1) If the applicant has previously held or currently holds an airman certificate, check the eVID. 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 § 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: Refer to FAA Order 8900.2, Chapter 6, Technical Personnel Examiner Program, for examples of completed FAA Form 8610-2.

2) Determine if the applicant can read, write, speak, and understand English.

3) Verify that the applicant is at least 18 years old. If the applicant is under 18 years of age, explain they will not receive a certificate until the applicant's 18th birthday.

4) The following tasks 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). It is not a requirement that the inspector review or match MOS codes to the applicant's documentation.

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

c) An ASI will have the applicant fill out the PBR acknowledgement (see Figure 5-137G) prior to filling out FAA Form 8610-2.

d) Applicants must complete two original copies of FAA Form 8610-2 with sections I, II, III, and IV filled out. Applicants and the ASI will sign both copies of FAA Form 8610-2 with original signatures. The ASI should also instruct the applicant to retain both originals for testing purposes.

NOTE: Applicants applying based on civil experience must complete section IIIB. Applicants applying based on military experience must complete section IIIA and B. Section III should reflect completion of the FAA/Military Certification of Performance of Job Tasks (JSAMTCC) 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 in section III (see Figure 5-137E, Sample of Completed FAA Form 8610-2 (JSAMTCC)).

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 or 5501."

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

C. Proof of Completion. 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 the passage of all appropriate sections of the knowledge test within a 24-month period.

D. Administering and Passing Tests. Ensure the administration and passing of oral and practical tests. If necessary, administer these tests to the applicant according to Order 8900.2.

E. Review Oral and Practical Test Results. Verify the successful completion of all applicable sections within a 24-month period.

F. Verify Completed “Inspector’s Report.” After verifying all information previously mentioned, complete the “Inspector’s Report.” Check the appropriate boxes, sign, date, and include the FAA district office number. Only mark the “approved” box if the inspector is the one issuing the temporary certificate.

G. Emergency Replacement Certificates. In an emergency, one may issue a Temporary Airman Certificate 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 AFS-760. You can obtain an online request for temporary fax authority at: http://www.faa.gov/licenses_certificates/airmen_certification.

c) The inspector must personally know the mechanic, or they must present, in person, acceptable evidence of identity such as a valid, government-issued identification.

d) Contact AFS-760 for verification of the airman certificate and ratings of the lost or destroyed certificate. To confirm the validity of the airman certificate, contact the Aviation Data Systems Branch (AFS-620).

2) Clearly mark the temporary certificate issued “EMERGENCY FIELD ISSUANCE” and limit it to the reasonable time necessary for the mechanic to obtain a duplicate certificate from AFS-760. Do not issue a temporary certificate for more than 60 days in any case. Copies of Emergency Field Issuance temporary certificates are maintained at the FSDO level. Do not send an Emergency Field Issuance application 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.

4) If the applicant returns to the FSDO to receive a Temporary Airman Certificate because he has become of age or has completed the knowledge tests reports under § 65.80, the applicant must complete the Applicant’s Certification on the back of FAA Form 8610-2. The applicant’s date must match the date the inspector signed the Temporary Airman Certificate.

5-1145 TASK OUTCOMES.

A. Complete the PTRS Record.

B. Issue a Certificate/Added Rating in Accordance With Instructions in Order 8900.2.

1) After the applicant has met all the requirements for the certificate/rating, issue FAA Form 8060-4. The applicant must either typewrite this form or fill it out in ink, and the issuing official and the applicant must sign it.

a) No original airman certificates will use the SSN of the applicant as the certificate number. The applicant may still supply their SSN on the application, but the certificate number on the Temporary Airman Certificate will be different. This has been in effect since June 1, 2002. Examiners and inspectors will always use the word “pending” in the “Certificate No.” 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 or properly designated examiner may issue these forms.

2. Do not issue FAA Form 8060-4 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.

NOTE: This “valid outside the United States” statement does not pertain to persons who complete their evaluation and/or testing in the United States, and/or work in the United States. In this case, the applicant must be able to read, write, speak, and understand the English language.

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. AFS-760 will assign a unique certificate number. Otherwise, enter the permanent certificate number.

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 part 43, §§ 43.9 and 43.11, as applicable.

NOTE: On FAA Form 8610-2, when an applicant, such as a foreign applicant, does not have an SSN, then the application will have the word “none” in the SSN

block. If an applicant does not wish to provide an SSN, the applicant will use the words “Do Not Use” in the SSN block on the application.

2) For a reissuance, continue to show the previously assigned certificate number in block III. A reissued certificate may use 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 appears on the application, enter the SSN 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 24-month 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” portion on the back of the application indicates that the inspector has only reviewed the form for completeness if he or she checks “Examined this applicant’s papers.” If the inspector actually gave the test, he or she checks the “Personally Tested” block. 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 they receive the permanent certificate.

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 a raised, embossed seal) from the Computer Testing Center (CTC).

d) A document certifying additional instruction from a holder of an airman certificate, with at least the rating the applicant is testing for, if the applicant retook the oral and/or practical test within 30 days of the original test.

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

f) Copies of test planning sheets (DME/Designated Parachute Rigger Examiner (DPRE)).

NOTE: FSDOs are no longer required to keep copies of the test planning sheets in the designee’s FSDO file. The office may choose to retain a copy of the test planning sheet in the designee’s file.

g) Send certification files via mail to AFS-760 (see address in subparagraph 5-1138F) as soon as possible to permit the necessary review and processing to take place before the expiration of the temporary certificate.

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

2) Send to AFS-760.

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 retest (per 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. The DME who issued the failure and/or incomplete test may examine applicants in the subject areas failed on the previous test only if they apply for retest within 60 days.

b) If the applicant fails again, complete FAA Form 8610-2 only for the sections included in the retest. The examiner or inspector must return a valid airman test report (with a raised, embossed seal) from the CTC presented by an unsuccessful applicant for the oral/practical retest 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 military operational specialty (MOS) codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard enlisted personnel. Use the new codes 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 (A&P) mechanic certificate.

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
NOTE: Some Air Force Specialty Codes (AFSC) may have an alphabetical suffix, known as "Shredout." The shredout identifies specialization in a specific aircraft or system. (Example: 2A353M.) The shredout has no bearing toward creditable experience.			
2A251	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A271	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A252	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A272	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A253	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare Systems Journeyman	Airframe
2A273	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare Systems Craftsman	Airframe
2A300	32900, 43200, 45100, 45200, 45400	Fighter/Remotely Piloted Aircraft Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A353	43151, 45254	Tactical Aircraft Maintenance Journeyman	Airframe and Powerplant
2A373	43171, 45274	Tactical Aircraft Maintenance Craftsman	Airframe and Powerplant
2A354	2A351, 32656, 32657, 32658, 45251, 45253	Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A374	2A371, 32676, 32677, 32678, 45271, 45273	Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A355	2A352, 32656, 32657, 32658, 45252	Advanced Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A375	2A372, 32676, 32677, 32678, 45272	Advanced Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A357	2A353, 43151, 45254	Tactical Aircraft Maintenance (5th Generation) Journeyman	Airframe and Powerplant
2A377	2A373, 43171, 45274	Tactical Aircraft Maintenance (5th Generation) Craftsman	Airframe and Powerplant
2A358	2A353, 43151, 45254	Remotely Piloted Aircraft Maintenance Journeyman	Airframe and Powerplant
2A378	2A373, 43171, 45274	Remotely Piloted Aircraft Maintenance Craftsman	Airframe and Powerplant
2A390	32690, 32691, 32692, 32699, 43191, 43199, 45292, 45299	Fighter/Remotely Piloted Tactical Aircraft Superintendent	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
2A551	43151, 43152, 43153, 45353, 45750, 45752	Airlift/Special Mission Aircraft Maintenance Journeyman	Airframe and Powerplant
2A571	43171, 43172, 43173, 45373, 45770, 45772	Airlift/Special Mission Aircraft Maintenance Craftsman	Airframe and Powerplant
2A552	43150, 45751	Helicopter/Tiltrotor Aircraft Maintenance Journeyman	Airframe and Powerplant

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A572	43170, 45771	Helicopter/Tiltrotor Aircraft Maintenance Craftsman	Airframe and Powerplant
2A553	2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Mobility Air Forces Electronic Warfare Systems Journeyman	Airframe
2A573	2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Electronic Warfare Systems Craftsman	Airframe
2A554	2A551, 43151, 43152, 43153, 45353, 45750, 45752	Refuel/Bomber Aircraft Maintenance Journeyman	Airframe and Powerplant
2A574	2A571, 43171, 43172, 43173, 45373, 45770, 45772	Refuel/Bomber Aircraft Maintenance Craftsman	Airframe and Powerplant
2A590	2A490, 32390, 32391, 32591, 32894, 32899, 32900, 43190, 43191, 43199, 45390, 45599, 45791, 45793, 45799	Airlift/Special Mission Aircraft Maintenance Superintendent	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	May qualify for Airframe or Powerplant. ASI evaluation required to determine appropriate rating.
2A651	42652, 42653, 43152, 45450	Aerospace Propulsion Journeyman	Powerplant
2A671	42672, 42673, 43172, 45470	Aerospace Propulsion Craftsman	Powerplant
2A691	42692, 42693, 43192, 45490	Aerospace Propulsion Superintendent	Powerplant
2A654	42353, 45453	Aircraft Fuel Systems Journeyman	Airframe
2A674	42373, 45473	Aircraft Fuel Systems Craftsman	Airframe
2A655	42354, 45454	Aircraft Hydraulic Systems Journeyman	Airframe
2A675	42374, 45474	Aircraft Hydraulic Systems Craftsman	Airframe
2A656	42350, 42351, 45255, 45455, 45456	Aircraft Electrical & Environmental Systems Journeyman	Airframe
2A676	42370, 42371, 45275, 45475, 45476	Aircraft Electrical & Environmental Systems Craftsman	Airframe
2A690	42390, 45295, 42396, 45492, 45493, 45494, 45495, 45496	Aircraft Systems Superintendent	May qualify for Airframe. ASI evaluation required.
2A753	42751, 42755, 45852	Aircraft Structural Maintenance Journeyman	Airframe
2A773	42771, 42775, 45872	Aircraft Structural Maintenance Craftsman	Airframe
2A755	2A753, 42751, 42755, 45852	Low Observable Aircraft Structural Maintenance Journeyman	Airframe
2A775	2A773, 42771, 42775, 45872	Low Observable Aircraft Structural Maintenance Craftsman	Airframe
2A790	42792, 42799, 45891, 45899	Aircraft Fabrication Superintendent	May qualify for Airframe. ASI evaluation required.

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A851	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Mobility Air Forces Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A871	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Integrated Communication, Navigation, and Mission Systems Craftsman	Airframe
2A852	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Mobility Air Forces Integrated Instrument and Flight Control Systems Journeyman	Airframe

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A872	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A951	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A971	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Integrated Communication, Navigation, and Mission Systems Craftsman	Airframe

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A952	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A972	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A953	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Electronic Warfare and Radar Surveillance Integrated Avionics Journeyman	Airframe

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. AIR FORCE
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
2A973	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Electronic Warfare and Radar Surveillance Integrated Avionics Craftsman	Airframe

**U.S. ARMY
CURRENT AS OF: 15 OCTOBER 2012**

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
15E		Unmanned Aircraft Systems Maintainer	Airframe and 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 and Powerplant
15N10/30	68N10/30	Avionics Mechanic	Airframe
15R10/40	67R10/40	AH-64 Attack Helicopter Repairer	Airframe and Powerplant
15R10/40	67Y10/40	AH-1 Attack Helicopter Repairer	Airframe and Powerplant
15S10/40	67S10/40	OD-58D Helicopter Repairer	Airframe and Powerplant
15T10/40	67T10/40	UH-60 Helicopter Repairer	Airframe and Powerplant
15U10/40	67U10/40	CH-47 Helicopter Repairer	Airframe and Powerplant
15V10/30	67V10/30	Observation/Scout Helicopter Repairer	Airframe and Powerplant
15X10/30	68X10/30	AH-64 Armament/Electrical Systems	Airframe

Figure 5-135. Military Occupational Specialty Codes (Continued)

U.S. ARMY
CURRENT AS OF: 15 OCTOBER 2012

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
15Y10/30	68Y10/30	AH-64 Longbow Armament/Electrical Systems	Airframe
15Z50	67Z50	Aircraft Maintenance Senior Sergeant	Airframe and Powerplant
151A		Aviation Maintenance Officer	Airframe and Powerplant
67G10/40	67G10/40	Utility Airplane Repairer	Airframe and Powerplant
67H10/40	67H10/40	Observation Aircraft Repairer	Airframe and Powerplant

U.S. NAVY
CURRENT AS OF: 15 OCTOBER 2012

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 Turboshift 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 Turboshift 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 Turboshift Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6425		F414-GE-400 Turbofan Jet Engine Third Degree/IMA Mechanic	Powerplant
AD-6426		T-700 Turboshift 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

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. NAVY
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8206		C-130 Flight Mechanic	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8209		C-40A Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8235		E-6B Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8245		C-20/C-37 Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8250		C-9 Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8251		P-3 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
8252		C-130 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
NOTE: The following NECs are aircraft specific and awarded to individuals advancing from the AD (Powerplant), AM (Structures), AE (Electronics) or AT (Avionics). Only applicants who have held an AM or AD rating should be considered for the Airframe and/or Powerplant rating. The ASI must determine if the applicant held an AM or AD rating. If so, the ASI can determine through the interview process whether the applicant meets the qualifications for the Airframe and/or Powerplant.			
8303		CH/MH-53E Systems Organizational Maintenance Technician	Airframe or Powerplant
8305		C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant
8306		E2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. NAVY
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8310		C-9B Systems Organizational Maintenance Technician	Airframe or Powerplant
8313		C-40A Systems Organizational Maintenance Technician	Airframe or Powerplant
8314		C-20G Systems Organizational Maintenance Technician	Airframe or Powerplant
8318		C-130 Systems Organizational Maintenance Technician	Airframe or Powerplant
8319		P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8332		EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8335		F-14B/D Systems Organizational Maintenance Technician	Airframe or Powerplant
8341		F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
8342		F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
8343		E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8345		F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant
8347	8346/S-3A	S-3B Systems Organizational Maintenance Technician	Airframe or Powerplant
	8351	A-4 Systems Organizational Maintenance Technician	Airframe or Powerplant
	8370	SH-2G Systems Organizational Maintenance Technician	Airframe or Powerplant
	8375	H-2 Systems Organizational Maintenance Technician	Airframe or Powerplant
8361	New Rating	UAV Systems Organizational Maintenance Technician	Airframe or Powerplant
8378		H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant
8379		H-46 Systems Organizational Maintenance Technician	Airframe or Powerplant
8380		UH-1N Systems Organizational Maintenance Technician	Airframe or Powerplant
8392		C-20 Systems Organizational Maintenance Technician	Airframe or Powerplant
8805		C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. NAVY
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8806		E-2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant
8819		P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8832		EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8835 (AD Only)		F-14B/D Systems Organizational Maintenance Technician	Powerplant
8841		F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
8842		F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
8843		E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8845		F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant
8847		S-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8877		H-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8878		H-60 Systems Organizational Maintenance Technician	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

**U.S. MARINE CORPS
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
6062		Aircraft Intermediate Hydraulic/Pneumatic Mechanic	Airframe
6092		Aircraft Intermediate Level Structures Mechanic	Airframe
6112		Helicopter Mechanic CH-46	Airframe and Powerplant

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. MARINE CORPS
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
6113		Helicopter Mechanic CH-53	Airframe and Powerplant
6114		Helicopter Mechanic A/UH-1	Airframe and Powerplant
6116		Tiltrotor Mechanic MV-22	Airframe and Powerplant
6122		Helicopter P/P Mechanic T-58	Powerplant
6123		Helicopter P/P Mechanic T-64	Powerplant
6124		Helicopter P/P Mechanic T-400/T-700	Powerplant
6132		Helicopter/Tiltrotor Dynamic Comp Mechanic	Airframe
6152		Helicopter Airframe Mechanic CH-46	Airframe
6153		Helicopter Airframe Mechanic CH-53	Airframe
6154		Helicopter Airframe Mechanic UH/AH-1	Airframe
6156		Tiltrotor Airframe Mechanic MV-22	Airframe
6172		Helicopter Crew Chief CH-46	Airframe and Powerplant
6173		Helicopter Crew Chief CH-53	Airframe and Powerplant
6174		Helicopter Crew Chief UH-1	Airframe and Powerplant
6176		Tiltrotor Crew Chief MV-22	Airframe and Powerplant
6212		Fixed-Wing Aircraft Mechanic AV-8/TAV-8	Airframe and Powerplant
6213		Fixed-Wing Aircraft Mechanic EA-6	Airframe and Powerplant
6214		Unmanned Aerial Vehicle Mechanic UAV	Airframe and Powerplant
6216		Fixed-Wing Aircraft Mechanic KC-130	Airframe and Powerplant
6217		Fixed-Wing Aircraft Mechanic FA-18	Airframe and Powerplant
6218		Fixed-Wing Aircraft Mechanic F-35B	Airframe and Powerplant
6222		Fixed-Wing Aircraft P/P Mechanic F-402	Powerplant
6223		Fixed-Wing Aircraft P/P Mechanic J-52	Powerplant
6227		Fixed-Wing Aircraft P/P Mechanic F-404	Powerplant
6252		Fixed-Wing Aircraft A/F Mechanic AV-8/TAV-8	Airframe

Figure 5-135. Military Occupational Specialty Codes (Continued)

**U.S. MARINE CORPS
CURRENT AS OF: 15 OCTOBER 2012**

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
6253		Fixed-Wing Aircraft A/F Mechanic EA-6	Airframe
6256		Fixed-Wing Aircraft A/F Mechanic KC-130	Airframe
6257		Fixed-Wing Aircraft A/F Mechanic FA-18	Airframe
6258		Fixed-Wing Aircraft A/F Mechanic F-35B	Airframe
6276	6232/6242	Fixed-Wing Aircraft Crew Chief KC-130	Airframe and Powerplant

**U.S. COAST GUARD
CURRENT AS OF: 15 OCTOBER 2012**

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

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:
Doe	John	E.	2011

1. Military Job Classification:

2A571 Airlift/Special Mission Aircraft Maintenance Craftsman

2. Military Job Classification Description:

1. Specialty Summary. Maintains aircraft, support equipment, forms and records. Performs and supervises flight chief, expeditor, crew chief, repair and reclamation, quality assurance and maintenance support functions. Related DoD Occupational Subgroup: 160000.

2. Duties and Responsibilities:

- 2.1. Performs sortie generation, ground handling, and servicing operations. Performs aircraft inspections such as preflight, thru-flight, postflight, hourly postflight, special inspections, and isochronal inspections. Advises on problems, maintenance, servicing, and inspection of aircraft and related aerospace equipment. Uses technical data to diagnose and solve maintenance problems on aircraft systems. Interprets and advises on maintenance procedures and policies to repair aircraft and related equipment.
- 2.2. Inspects, troubleshoots, and maintains aircraft structures, engines, hydraulic, and other related systems, components, and equipment. Removes and installs aircraft and engine components. Conducts operational checks and repairs components and systems. Performs ground engine operation. Adjusts, aligns, and rigs aircraft systems. Accomplishes weight and balance functions. Supervises and performs aircraft jacking, lifting, and towing operations.
- 2.3. Supervises and performs aircraft, engine, and component inspections. Interprets inspection findings and determines adequacy of corrective actions. Inspects and checks components for clearances, tolerances, proper installation, and operation. Performs pre-use inspections and operates powered and non-powered aerospace ground equipment. Inspects and identifies aircraft corrosion for prevention and repair. Reviews maintenance forms, aircraft records, automated maintenance data systems, and historical reports to ensure complete documentation. Inventories and maintains alternate mission equipment. Inventories and maintains aircraft equipment.
- 2.4. Coordinates maintenance plans and schedules to meet operational requirements. Supervises and assists in launching and recovering aircraft. Reviews maintenance data collection summaries to determine trends and production effectiveness. Performs crash recovery duties. Performs staff and supervisory management functions.

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 Air Force: Community College of the Air Force (CCAF)
- US Army: 128th Aviation Brigade
- US Coast Guard: Aviation Technical Training Center (AMT RTMC)
- US Marine Corps: Center for Naval Aviation Technical Training (CNATT)
- US Navy: Center for Naval Aviation Technical Training (CNATT)

4. The Unit-Level Approving Official's signature on the CG-G-EAE-2 Form verifies John E. Doe 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 322 months of combined practical experience while performing the duties within the career field of aviation maintenance.

4.1. Unit-Level Approving Official:

- US Air Force: Aircraft Maintenance Officer
- US Army: Aircraft Maintenance Officer
- US Coast Guard: Engineering Officer
- US Marine Corps: Maintenance Officer
- US Navy: Maintenance Officer

Unit-Level Approving Official Signature _____ Print Name _____

Unit _____ Date _____

Figure 5-137. Certificate of Eligibility



Figure 5-137D. Sample of Completed FAA Form 8610-2 (Name Change)

Name,
Nationality/Citizenship,
Date of Birth, or Gender
Change

Front Side: Sections I & IV must be completed by the applicant.

Back Side: The Inspector must check the approved box and date and sign the Inspector's Report.
Indicate ID information either in Remarks or as an attachment.
The documentation reflecting the changes must be attached, unless the Inspector gave a statement in the Remark Section. I.e. "I have viewed the marriage license, etc.
It would be helpful if the Inspector would annotate in the Remark Section, "Name change", etc., or somewhere on the application.

U.S. Department of Transportation
Federal Aviation Administration

TYPE OR PRINT ALL ENTRIES IN INK

Form Approved
FAA Form 8610-2 (4-03) (REVISED 3/2013)

AIRMAN CERTIFICATE AND/OR RATING APPLICATION

Name Change

APPLICANT INFORMATION
 A. NAME (Print Name Last)
Jamie Walker Doe
 B. BIRTH (Month/Day/Year)
Do Not Use Jan 1, 1964 70 175
 C. SEX (M or F)
M
 D. NATIONALITY (Country)
USA
 E. PLACE OF BIRTH
Jacksonville, FL
 F. PERMANENT MAILING ADDRESS
123 Riverside Road
Oklahoma City
OK 73139
 G. DO YOU EVER HAVE YOU EVER HELD A FAA AIRMAN CERTIFICATE?
 YES NO
 H. DATE OF FINAL CONNECTION
 YES NO

EDUCATION INFORMATION
 I. A. CIL EXPERIENCE
 A. CIL EXPERIENCE
 B. MILITARY EXPERIENCE
 C. LETTER OF RECOMMENDATION FOR MILITARY GRADE RISE
 J. GRADE OF APPROVED COURSE
 K. SCHOOL NO.
 L. CLASSIFICATION FROM WHICH GRADUATED
 M. DATE
 N. U.S. DEPT. HAS MADE SATISFACTORY PROGRESS
 YES NO
 O. SPECIAL AUTHORIZATION TO FLY
 NONE LIMITED FULL
 P. DATE AUTH.
 Q. DATE AUTH. EXPIRES
 R. FAA INSPECTOR'S SIGNATURE
 S. FAA DIST. OFF.

MILITARY INFORMATION
 T. A. MILITARY CERTIFICATE
 U. GRADE
 V. BRANCH OR SERVICE
 W. MILITARY SPECIALTY CODE

RECORD OF EXPERIENCE
 X. APPLICANT'S OTHER FAA AIRMAN CERTIFICATE(S), SCHOOL, GRADE(S), LIST SUPERVISOR RELATING TO CERTIFICATE AND RATING APPLICABLE FOR:
 Y. DATES, MONTH AND YEAR
 Z. EMPLOYER AND LOCATION
 AA. TYPE WORK PERFORMED

IV. APPLICANT'S CERTIFICATION
 A. SIGNATURE
/s/ Jamie Walker Doe
 B. DATE
Mar 31, 2013

FOR FAA USE ONLY
 Rating (1) Rating (2) Rating (3) Rating (4)

FAA Form 8610-2 (4-03) (REVISED 3/2013)

Figure 5-137G. Sample Written Notification to an Airman Applicant

NOTE: The italicized portions are mandatory and must not be changed.

PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION OF INVESTIGATION

The information you submit on the attached FAA Form [insert form number and the title of the airman certificate application] will be used by the Administrator of the Federal Aviation Administration as part of the basis for issuing an airman certificate, rating, or inspection authorization to you under Title 49, United States Code (USC) section 44703(a), if the Administrator finds, after investigation, that you are qualified for, and physically able to perform the duties related to the certificate, rating, or inspection authorization for which you are applying. Therefore, in accordance with the Pilot's Bill of Rights, the Administrator is providing you with this written notification of investigation of your qualifications for an airman certificate, rating, or inspection authorization:

The nature of the Administrator's investigation, which is precipitated by your submission of this application, is to determine whether you meet the qualifications for the airman certificate, rating, or inspection authorization you are applying for under Title 14, Code of Federal Regulations (CFR) parts 61, 63, or 65.

Any response to an inquiry by a representative of the Administrator by you in connection with this investigation of your qualifications for an airman certificate, rating, or inspection authorization may be used as evidence against you.

A copy of your complete airman file is available to you upon your written request addressed to:

*Federal Aviation Administration
Airmen Certification Branch, AFS-760
P.O. Box 25082
Oklahoma City, OK 73125-0082*

[The following acknowledgment would be on a separate sheet that the FAA would retain with the application]

**ACKNOWLEDGMENT OF RECEIPT OF
PILOT'S BILL OF RIGHTS WRITTEN NOTIFICATION**

I acknowledge that I received the Pilot's Bill of Rights Written Notification of Investigation at the time of this application.

Signature of Applicant

DATE: _____
MM/DD/YYYY

RESERVED. Paragraphs 5-1147 through 5-1165.