



Update to Aviation Mechanic Practical Test Standards For General, Airframe, and Powerplant March 2022

This Update makes the *Aviation Mechanic Practical Test Standards For General, Airframe and Powerplant* (ASA-8081-AMT-4) current for all FAA changes, including Change 1 (released 04/27/15) and Change 2 (affecting Airframe FAA-S-8081-27A only, released 09/29/15), and FAA-S-8081-26B (dated November 1, 2021, posted March 2022, effective date the same as the forthcoming Part 147).

Note: FAA-S-8081-26B is a consolidation of the FAA-S-8081-26A, FAA-S-8081-27A, and FAA-S-8081-28A.

General (8081-26A) corresponds to Section I.

Airframe (8081-27A) corresponds to Sections II and III.

Powerplant (8081-28A) corresponds to Sections IV and V.

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ASA Note: The Aviation Mechanic General (FAA-S-8081-26A), Airframe (FAA-S-8081-27A), and Powerplant (FAA-S-8081-28A) Practical Test Standards were originally published in July 2012. These versions were only made available briefly and were rescinded pending guidance material. While awaiting the finalization of the guidance material, the previous versions (General FAA-S-8081-26 with changes 1, 2, and 3, Airframe FAA-S-8081-27 with changes 1, 2, and 3, and Powerplant FAA-S-8081-28 with changes 1, 2 and 3), were reinstated as the effective version with Change 4 added on April 18, 2014. FAA Order 8900.2A, the guidance material needed to support versions -26A, -27A and -28A became effective on March 31, 2015, allowing for the re-issue of versions -26A, -27A, and -28A. Since the original publication, these versions have undergone a few minor changes, which are described in the Record of Changes. Because the changes were minor, these PTS have maintained the original publication date, with the new changes incorporated as Change 1.

FAA Cover Page Note: November 1, 2021 – The Administrator of the Federal Aviation Administration signed the interim final rule “Part 147, Aviation Maintenance Technician Schools” on March 9, 2022. The interim final rule incorporates this version of the Aviation Mechanic General, Airframe, and Powerplant Practical Test Standards (FAA-S-8081-26B) by reference. For identification and document-control purposes, this PTS is dated November 1, 2021. However, this PTS is not enforceable until the effective date of the interim final rule. Upon publication, the interim final rule can be found on the Federal Register’s website, www.federalregister.gov, and will direct the effective date of compliance with this PTS.

- Throughout: the new 8081-26B has removed all References from the previous PTS editions.
- Pages 1-7 (of all 3 Sections: General, Airframe, Powerplant), the Introductions now read:

AMT Test Requirements and Procedure Information Introduction

The Federal Aviation Administration (FAA) aircraft mechanic's oral and practical test(s) are outcome-based examinations. Before being issued a mechanic certificate, with an airframe and/or powerplant rating, all applicants must demonstrate the minimum level of knowledge and skills for the certificate or rating sought.

Skill tests measure the applicant's ability to logically think and objectively apply their knowledge, while demonstrating the physical skills that enable them to carry out aircraft maintenance in a professional and safe manner.

Definitions within:

Knowledge—(oral) elements are indicated by use of the words “Exhibits knowledge in...”

Skill—(practical) elements are indicated by the use of the words “Demonstrates the skill to perform...”

Requirements

All applicants for an FAA Aviation Mechanic Certificate must qualify by meeting the prescribed requirements as stated in 14 CFR part 65, section 65.77. They must additionally pass a written knowledge test, and the oral and practical tests for the certificate and/or rating sought, in accordance with 14 CFR part 65.

When using this PTS, the examiner must evaluate the applicant's knowledge and skill in sufficient depth to determine that the objective for each subject area element selected is met.

An applicant is not permitted to know before testing begins which selections in each subject area are to be included in his/her test. Therefore, an applicant should be well prepared in all oral and skill areas included in the practical test standards.

The PTS prescribes the subject areas on which the applicant may be tested on.

Under each subject, objectives define the general performance expectations of the elements within the subject areas, i.e. exhibit knowledge during the oral portion of the test, or demonstrate skill during the practical portion of the test.

For each element for which the applicant must demonstrate skill, a performance level is prescribed.

Performance Levels

The following is a detailed description of the meaning of each level.

Level 1

- Know basic facts and principles.
- Be able to find information, and follow directions and written instructions.
- Locate methods, procedures, instructions, and reference material.
- Interpretation of information not required.
- No skill demonstration is required.

Level 2

- Know, understand, and apply facts, principles, theories, and concepts.
- Be able to find and interpret maintenance data and information, and perform basic operations using the appropriate data, tools, and equipment.
- A high level of skill is not required.

Level 3

- Know, understand, and apply facts, principles, theories, and concepts.
- Understand how they relate to the total operation and maintenance of aircraft.
- Be able to make independent and accurate airworthiness judgments.
- Perform all skill operations to a return-to-service standard using appropriate data, tools, and equipment. Inspections are performed in accordance with acceptable or approved data.
- A fairly high skill level is required.

Satisfactory Performance

The practical test is passed if the applicant demonstrates the prescribed proficiency in the assigned elements in each subject area to the required standard. Applicants shall not be expected to memorize all mathematical formulas that may be required in the performance of various elements in this practical test standard. However, where relevant, applicants must be able to locate and apply necessary formulas to obtain correct solutions.

Unsatisfactory Performance

If the applicant does not meet the standards of any of the elements performed (knowledge or skill elements), the associated subject area is failed, and thus that section of the practical test is failed.

Typical areas of unsatisfactory performance and grounds for disqualification include the following:

1. Any action or lack of action by the applicant that requires corrective intervention by the examiner for reasons of safety.
2. Failure to follow acceptable or approved maintenance procedures while performing skill (practical) projects.
3. Exceeding tolerances stated in the maintenance instructions.
4. Failure to recognize improper procedures.
5. The inability to perform to a return to service standard, where applicable.
6. Inadequate knowledge in any of the subject areas.

- Page 1-10, Note at bottom of the page has been removed in 8081-26B.
- Page 1-18, Disregard Subject M: Human Factors/Maintenance Resource Management (MRM). This subject has been removed from 8081-26B.
- Page 2-7, disregard F. Assembly and Rigging, 2. F19. This has been removed in 8081-26B.