

## Q and A

***Does a designee have to get approval from the supervising FSDO/IFO before using their test developed using the PTS?*** The intent is to have the designee submit the test questions and projects to the FSDO/IFO prior to being used. This affords the principal inspector the opportunity to review the information and respond to the designee. No formal approval or acceptance is required. The next change to the order will reflect this intention.

***Are deviations to the 60-day transition time allowed?*** Yes, since the Orders 8610.4J and 5J do not address an extension, what we have been telling those inquiring about extensions is that the designee should make a written request to their principal inspector detailing specifics as to the need for the extension and an estimated time of completion. If the principal concurs with the request, they will forward the request to the Regional office for approval. This request should be made to the FAA within 2 weeks of the end of the 60-day deadline.

***Each powerplant test requires a minor propeller alteration and a minor propeller repair. These are core competency items in the PTS. Will the propeller projects be core competency for a retest even when they were passed during the failed test?***

A core competency propeller project passed on a previous test need not be core competency for a retest. The 70% rule can apply. A core competency propeller project failed on a previous test must be core competency for a retest.

***Where did the 80% overall average for 65.80 applicants (Chap. 5, par 5-2b(2)) come from?*** Notice 65-25 of the Federal Register. It was a suggested recommendation for AMTS curriculum development that a student, in order to meet the “satisfactory progress” portion of the regulation, maintain an overall average of at least 80%. The intent of the order was to support that “recommendation”. An AMTS must have the details on how they will determine the criteria to allow their students to test under 65.80. The 80% reference is directed toward the AMTS school curriculum development and inadvertently referenced in this order. It will be removed in the next revision to the order. An AMTS should follow the current 65.80 procedures of their curriculum.

***Why are propeller minor alterations now added to the practical test?***

14 CFR, Part 65.79, demands that an applicant for a powerplant rating "...show his ABILITY TO MAKE minor repairs to and MINOR ALTERATIONS of propellers." It is the only place the regulations demand performance of any specific projects.

It should also be noted that it doesn't say describe a minor alteration on a prop ...It says “SHOW ABILITY to MAKE” (perform) a minor alteration. The only way an applicant can demonstrate, or show ability to do anything is through satisfactory accomplishment of at least a Level 2 project.

***What are some examples of minor propeller alterations?***

The Appendix of Part 43, in paragraph (a)(3), describes major alterations of propellers as major alterations" WHEN NOT AUTHORIZED IN THE PROPELLER SPECIFICATIONS ISSUED BY THE FAA". It lists six changes that would be major if these changes weren't on the TCDS. One of them is installation of a governor. The TCDS for a Beech Baron lists at

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least two governors that are eligible for installation. If one model governor is on the aircraft, it could be removed and replaced with second type governor listed on the TCDS and, according to Appendix A of Part 43, an alteration has been performed...but NOT a major alteration ...a MINOR alteration because the second type governor installed was listed in the specifications. The same would hold true for installation of different design blades in a hub, or keeping the blades and changing the hub, as long as the new hub design is listed in the specs. (TCDS) issued by the FAA. There are several other options available to the examiners for meeting the requirements of 65.79 regarding propeller minor alterations.