

# Common Questions Concerning Retesting of Mechanics Certificated by DME Marty Simmons

- 1) Is there a fee/charge involved?

There are no fees/charges for the reexamination of mechanics. These tests are conducted entirely by FAA employees at selected FAA facilities. The mechanic will not be reimbursed for any travel expenses or refunds of any fees levied by DME Simmons.

- 2) Why am I being asked to retake my oral exam?

All mechanics who received certificates from DME Marty Simmons are being reexamined to determine their competency to hold those certificates. The FAA's method for testing to make this determination will be an oral exam covering the ratings held by the mechanics, plus the general test topics. No practical examination will be administered. This specially developed reexamination process, administered by the FAA, has historically (as with St George Aviation and Brian Tobias) proven to be an effective method of determining a mechanics' competency. The following website may assist in your understanding of the testing process: <http://www.faa.gov/mechanics/retesting/simmons/>.

- 3) Can I contact my local FAA office or a local DME and schedule the reexamination?

No. All reexaminations must be in accordance with FAA national guidance published in FAA Notice 8900.273 and the notification letter that you received. DMEs may not be used in any portion of the reexamination. Not all FAA offices are equipped and approved to conduct these reexaminations. The FAA Point of Contact will direct you to the correct office for your reexamination.

- 4) In accordance with FAA Notice 8900.273, I have until September 1, 2015 to pass my reexamination. Can I wait until closer to that date to schedule?

The reexamination notification that you received has a mandatory date of 10 days to contact the FAA and schedule your reexamination. If you do not comply with that notification, you will receive a suspension notification. If you choose to submit to a reexamination in order to retain your certificate, you should contact a regional POC as soon as possible and make an appointment for the test.

In addition, initial testing must be accomplished no later than 90 days from the date of your letter to avoid getting your certificate suspended, pending compliance. If initial testing isn't completed by September 1, 2015, you may be subject to revocation of your certificate.

- 5) Does my Inspection Authorization (IA) or other certificates, degrees, A&P School, titles, or experience exempt me from the requirement to demonstrate my competency?

No. Each person who received a certificate or rating from DME Simmons must be evaluated by the FAA using the same criteria.

- 6) I only received an airframe and/or powerplant rating from DME Simmons. Why do I have to retest for the General portion?

The General portion will have to be retested if you received your first test from DME Simmons. If the airframe and powerplant tests are taken separately, the general exam is included with the first test taken. Hence, if you performed your initial test with Simmons, the general portion would have been administered at that time and would be subject to re-examination. The Administrator has reason to

believe that all mechanic tests administered by DME Simmons (i.e., general, airframe and powerplant) were inadequate. The deficiencies in DME Simmons' testing were not limited to the general, airframe or powerplant portion of the mechanic test. For that reason the reexamination must cover the certificate and/or rating(s) the airman received based on tests administered by DME Simmons.

- 7) If the deficit or deficiency was not in the General section, but say in the Airframe section, why would that impact the Powerplant endorsement – or vice versa?

The deficiencies in DME Simmons' testing were not limited to the general, airframe or powerplant portion of the mechanic test. For that reason, the reexamination will cover only the certificate and/or rating(s) the airman received based on tests administered by DME Simmons. For example, if the airman had previously obtained his mechanic certificate with an airframe rating based on airframe and general oral and practical tests administered by a DME other than DME Simmons, and the mechanic subsequently tested with DME Simmons for the powerplant rating, only the powerplant rating is subject to reexamination.

- 8) If the deficit or deficiency was in the General section, wouldn't a retest of that section be all that is necessary?

The deficiencies in DME Simmons' testing were not limited to the general, airframe or powerplant portion of the mechanic test. For that reason, the reexamination will cover only the certificate and/or rating(s) the airman received based on tests administered by DME Simmons. For example, if the airman had previously obtained his mechanic certificate with an airframe rating based on airframe and general oral and practical tests administered by a DME other than DME Simmons and the mechanic subsequently tested with DME Simmons for the powerplant rating, only the powerplant rating is subject to reexamination.

- 9) If Simmons gave the general and airframe test (and issued an airframe rating) and then the applicant obtained a powerplant rating from another DME at some later date, what would be the effect of failing the general reexamination (retesting for the general that Simmons completed)? Would the powerplant then be revoked as well even though he took that exam from another DME?

Yes. A general test is required to hold either the Airframe or Powerplant mechanic certificate, but an airman only takes the general examination once. One test covers both ratings. If the airframe and powerplant tests are taken separately, the general exam is included with the first test taken. Hence, if an airman performed his or her initial test with Simmons, the general portion would have been administered at that time and would be subject to re-examination. If the airman fails the general examination, both his airframe and powerplant ratings will be revoked. If the airman reapplies for either or both ratings, he or she will have to pass the general examination and then the test for the desired rating.

- 10) Will the FSDO be flexible in granting 'time to study' extensions? 30 days is insufficient.

Yes. The FAA will work with the airman to the extent possible. Ideally, the initial reexamination should take place within 15 days of receipt of the notification letter. If the FAA lacks the resources (i.e., staffing, space, etc.) to conduct the test on the requested date, the reexamination will be scheduled for the earliest time that is convenient. If the airman cannot complete the reexamination within the timeframe specified by the FAA, the airman may request an appointment for the reexamination beyond the time limit stated in the letter. The airman must either schedule the reexamination within a reasonable time (maximum of 90 days) or place the certificate and/or rating on temporary deposit at the Anchorage FSDO to avoid getting their certificate suspended. If the airman chooses temporary deposit, an Inspector will issue a 30-day temporary airman certificate with specific limitations.

11) Will passing credit be provided for those oral exams given by DME Simmons with an FAA Aviation Safety Inspector (ASI) present?

Passing credit will not be given for oral and/or practical examinations where an FAA ASI was present.

12) What flexibility will the examining FAA ASI have in selecting the questions?

None. The questions will be randomly selected using the FAA Web-Based Technical Personnel Examiner Oral Question Generator.

13) What happens if I fail the reexamination? Will I get another chance?

If you fail the initial test, you have 2 options. (1) You may voluntarily surrender the certificate for cancellation, or (2) put the certificate on deposit with the FAA and request one additional chance to retest. The retest must be completed within 45 days of initial failure. Under no circumstances will you have more than 2 chances to pass the reexamination.

14) Will applicants be given credit for sections passed if he or she fails one section within a group?

If the airman fails the first reexamination attempt and he or she decides to take a second reexamination test, the airman will only have to test on the sections that were failed during the 1<sup>st</sup> reexamination attempt.

15) Do you have any guidance with regard to [insert company's name] risk if an airman does not pass his retesting? Will there be any certificate action resulting from previous years of exercising his A&P certificate?

A mechanic certificate is valid unless surrendered, suspended or revoked. If an airman fails the reexamination, the FAA will take legal enforcement action against the airman's mechanic certificate. With regard to retroactive enforcement action for previous years of exercising a mechanic certificate, even if the mechanic fails the reexamination and his certificate is revoked, the airman's mechanic certificate was valid at the time he previously performed that maintenance.