

Mechanic Test Generator FAQs

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Changes to the Mechanic Test Generator

Why are we changing?

On August 1, 2023, part 14 CFR Part §65 will require the Mechanic Airman Certification Standards (ACS) to be used as the standard for testing mechanic applicants. Changing from the Practical Test Standards (PTS) to the ACS necessitated structural changes to the test. For example, the Airframe and Powerplant Oral and Practical tests will no longer be broken into different sections (e.g. Airframe I and Airframe II).

Instead, there will be 3 tests (General, Airframe, and Powerplant), for each test type (Oral, Practical). These structural changes required a new Mechanic Test Generator (MTG) to be developed.

What changes can be expected to the items on the new test?

Although some new questions will be added to the database, the topics will remain the same.

- All questions in the current test databases have been reviewed by the ACS Examination Board (AEB) to ensure they align with the ACS. Questions not aligned with an ACS code are no longer on the tests.
- Because the oral test questions were made to align with the written test questions, the board ensured the accuracy of corresponding test questions between the written and oral tests.

What is the difference between existing MTG questions, and questions in the new MTG?

- All questions in the current test databases have been reviewed by the members of the AEBs to ensure they align with the ACS.
- If it has been determined that a question does not align with the ACS, then that question will be archived and not used on the “new” tests.

Who is creating the new MTG?

A third-party vendor (PSI) is designing a new Mechanic Test Generator (MTG) for use when the ACS testing standard becomes effective.

Who developed the test questions?

The members of the AEBs developed and reviewed all questions in the database. The AEBs are comprised of industry representatives and FAA personnel who work collaboratively to ensure that the mechanic test questions are appropriate and align with the ACS.

How will test changes be communicated moving forward?

The FAA has a new monthly Community Advisory bulletin that they’re using to communicate changes and intentions for airman training and testing. This includes updates on changes to FAA Knowledge Exams, PTS and ACS edition schedule, progress on the Call-to-Action recommendations, and handbook publication schedule. As new topics are added to the tests the Community Advisory Bulletin will be updated. It is available at: https://www.faa.gov/training_testing/testing.

Will this affect usage of the Designee Management System (DMS)?

No, DMEs will continue to use DMS, as they currently do.

How will this change affect DME usage of the Designee Registration System (DRS)?

On August 1, 2023, DMEs will no longer be able to download tests from DRS. Previously downloaded tests from DRS will no longer be valid after August 1, 2023.

Starting August 1, 2023, DMEs must use the new MTG system to access test resources and should continue to use the new MTG to post test results for mechanic applicants.

DMEs & Applicants

Will there be a fee associated with the new MTG?

Yes. There will be a \$10 fee per test downloaded. Additional details will be available once the MTG is finalized.

Where are the test questions derived from?

All items on the test will have a corresponding ACS code and will be in the current 8083-30 FAA Handbooks or other documents listed in the [ACS companion guide](#) Chapter 8: References of the Companion Guide to the Mechanic ACS (FAA-G-ACS-1).

Will the handbooks be revised before the ACS becomes the testing standard?

The Mechanic Handbooks will be revised in June 2023 to ensure clarity for questions that are currently to be used in the “new” MTG. A larger revision is planned to take place after that to better align the Handbooks with the ACS.

How will the new MTG affect applicants?

While the new MTG itself will not affect applicants, the organization of test questions within the MTG will. The ACS has reorganized some of the content in the PTS. For example, some of the topics that are currently under airframe subjects in the PTS, are under the General subjects in the ACS. Applicants for a mechanic certificate and/or rating should be familiar with the testing standard that will be applicable at the time they test, as listed in §65.23, and required by §65.75 and §65.79.

Will training be provided for Designees on the new MTG and associated processes?

Yes. Training will be provided prior to the effective date of the ACS (July 31, 2023).

Oral-related Questions

How is the oral portion of the test changing?

As per the structure of the mechanic ACS, there will be three oral tests – one for General, one for Airframe, and one for Powerplant. The number of questions that must be asked in the oral test will vary by applicant, depending on the results of the applicant’s written test:

- Under the ACS, 14 CFR § 65.17 is met as the 70% standard is applied to the entire oral test (General, Airframe, Powerplant) as a whole, and not by subject area.
- Each oral test will have a minimum of 4 questions in each section, randomly generated by the Mechanic Test Generator even if an applicant has scored a 100% on their AKTR (i.e., a minimum of 4 General questions, 4 Airframe questions, and 4 Powerplant questions).
- An applicant that passed the written test with 70% could get the maximum number of questions on the oral test (i.e., 22 General questions, 34 Airframe questions, 34 Powerplant questions).
- For every ACS code missed on the Airman Knowledge Written Test Report (AKTR) the applicant will have an additional oral question added to on their oral test to validate their knowledge of the material presented.
- There may be several AKTR questions that were missed that fall under the same ACS code. In this case there will be only one additional oral question added to the test as the questions are based on ACS codes missed and NOT number of questions missed.

- Each applicant may end up with a different number of oral questions on their tests depending on how many ACS codes were missed on their AKTRs, even if they scored the same grade (percentage) on their respective AKTRs.

The oral portion of the test is a standalone test. It must be kept separate from the practical portion of the test. Under § 65.17, the minimum passing grade for each test is 70%. The 70% standard is applied to the entire oral test (i.e., either the General, Airframe, or Powerplant test) as a whole, and not by subject area. This does mean that an applicant can miss all the questions in a subject such as electricity and still pass the test. If an applicant fails the oral General test (as a whole), they will have to retest for General, which means they will have to retake the entire General oral test. During the oral testing the applicant is NOT allowed to use reference material. All questions that are on the planning sheet must be asked. The DME does NOT get to pick and choose what questions to ask any more.

Practical-related Questions

How is the practical portion of the test changing?

As per the structure of the mechanic ACS, there will be three practical tests – one for General, one for Airframe, and one for Powerplant. The number of practical projects that must be tested is 9 for General, 11 for Airframe, and 11 for Powerplant.

During the practical portion of the test each project is standalone; projects can no longer be combined during testing. At a safe and appropriate time during the applicant's performance of the project, the DME must ask 2 practical questions that are relevant to the project, as provided by the MTG.

Under § 65.17, the minimum passing grade for each test is 70%. The 70% standard is applied to the entire practical test (i.e., either the General, Airframe, or Powerplant test) as a whole, and not by project. Each project however is graded using a pass/fail standard. Therefore, the applicant may fail projects and still pass the test. For example, in General there are 9 projects so the applicant must pass 7 of the 9 projects to pass. If the applicant fails 3 projects, then that is less than 70% and the practical General test is failed.

If an applicant completes the project satisfactorily but answers a practical question incorrectly, then the entire project is failed. If the applicant answers the practical questions correctly but fail to complete the project satisfactorily, then the entire project is considered failed.

When an applicant retests the failed practical portion of the test, they will only be retested on the failed projects, as well as any projects that were not tested in their previous test. The applicant will not have to retest on projects previously passed.

In the example project below, the applicant is given an assigned aircraft and appropriate reference material (assigned and provided by the DME) and is expected to locate and explain the procedures for removing and installing a turbine engine fuel control unit. At a safe and appropriate time, the DME will ask the applicant the two practical questions associated with this project. If the applicant misses any part of this project, the project is failed.

PROJECT POWERPLANT – ENGINE FUEL METERING SYSTEMS

Project #	DESCRIPTION:	Locate and explain procedures for removing and installing a turbine engine fuel control unit.
	GIVEN:	Assigned aircraft, and appropriate reference material.
	PERFORMANCE STANDARD:	The applicant will locate and explain procedures for removing and installing a turbine engine fuel control unit, as prescribed by reference material
	ACS CODE:	AM.III.I.S14
	REFERENCE:	Appropriate Maintenance Manuals and other applicable materials

Question # **QUESTION:** On the assigned aircraft what is the required torque for installing the fuel control unit?

ANSWER: The torque will be as per the manufacturer's maintenance manual.

ACS CODE: AM.III.I.K8

REFERENCE: Assigned aircraft's maintenance manual

Question # **QUESTION:** On the assigned aircraft what is the procedure for draining the residual fuel in the fuel control unit?

ANSWER: The procedure will be per the manufacturer's maintenance manual.

ACS CODE: AM.III.I.R3

REFERENCE: Assigned aircraft's maintenance manual

Sample Tests

Where can I find a sample test?

A sample Oral and Practical test can be found [here](#).

14 CFR 65.80 Aviation Maintenance Technician School (AMTS)

How does this affect § 65.80 aviation maintenance technician school (AMTS) applicants?

When authorized to test by the FAA under § 65.80, an applicant may take the oral and practical tests prior to taking the required written tests.

In this case, the applicant's oral and practical test cannot be based on the results of the applicant's written tests. Therefore, the MTG will operate as if the applicant received a 70% on their written exam and randomly generate questions for their oral exam, and projects for the practical exam depending on the section that they are testing (General, Airframe, or Powerplant.)

An applicant testing under § 65.80 can expect to get the maximum number of questions on the oral test (i.e. 22 General questions, 34 Airframe questions, 34 Powerplant questions) and the standard number of practical projects that must be tested (i.e. 9 for General, 11 for Airframe, and 11 for Powerplant).