



April 30, 2023 edition

The Airman Testing Community Advisory is a monthly publication produced by the Airman Testing Standards Branch, the FAA office responsible for practical test standards, airman certification standards, airman testing, and supporting reference material. The intent of this monthly advisory is to support change management efforts toward ensuring training and testing remain correlated for an effective certification process.

General News

Stakeholder Communications

The Airman Testing Standards Branch has an established process for providing timely responses to stakeholder inquiries and feedback received via afs630comments@faa.gov. **We continue to have a 100% response rate to all stakeholder emails received.**

Stakeholders, from across FAA lines of business and the aviation community, are encouraged to submit inquiries and feedback, on any of our products and services, to afs630comments@faa.gov.

Airman Testing Activation Dates

Effective August 1, 2023, the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards (ACS) become the testing standard for Mechanics.

FAA Airman Knowledge Tests for Pilots Update(s)

The FAA's Airman Certificate Testing Service (ACTS) contract requires PSI to assess FAA airman knowledge tests ensuring they are in accordance with current standards for educational and psychological testing. PSI, the FAA, and our aviation community partners continue to work, collaboratively, on these assessments.

Private Pilot Airplane (PAR) and Commercial Pilot Airplane (CAX) Knowledge Tests

The assessments of the PAR and CAX knowledge tests are complete. The PAR and CAX test topics and subject matter did not change as a result of the assessment process. However, changes were made to existing PAR and CAX test questions to assure they are aligned with the ACS and reference an existing FAA handbook. The following changes to test times went into effect on April 24, 2023:

- The PAR test time was reduced from 150 minutes to 120 minutes
- The CAX test time was reduced from 180 minutes to 150 minutes

PSI developed *Applicant Information Bulletins* for the PAR and CAX knowledge tests. These new resources provide applicants with detailed information regarding these tests and are accessible from PSI's main Test Registration page located [here](#).

You may also navigate directly to the Information *Applicant Information Bulletins* via the links below:

- [Private Pilot Airplane Applicant Information Bulletin](#)
- [Commercial Pilot Airplane Applicant Information Bulletin](#)

Airline Transport Multiengine Airplane (ATM), Airline Transport Pilot Single-Engine Airplane (ATS), and Instrument Rating Airplane (IRA) Knowledge Tests

The assessments of the ATM, ATS, and IRA knowledge tests are complete. The ATM, ATS, and IRA test topics and subject matter did not change as a result of the assessment process. However, changes were made to existing ATM, ATS, and IRA test questions to assure they are aligned with the ACS and reference an existing FAA handbook. The following changes go into effect on July 31, 2023:

- Five unscored validation questions will be added to each test
- The ATM test increases from 125 to 130 questions
- The ATS test increases from 90 to 95 questions
- The IRA test increases from 60 to 65 questions

Validation questions do not count towards or against the test taker's score. These unscored questions allow the FAA to evaluate the statistical performance of new questions before they are included in the sets of scored questions.

- The ATM test time decreases from 240 minutes to 210 minutes
- The ATS test time decreases from 180 minutes to 150 minutes
- The IRA test time decreases from 150 minutes to 120 minutes

PSI's Psychometric Team conducted extensive analysis of these tests, during the assessment process, and concluded the reduction in test times still provides applicants with sufficient time to answer the total number of questions.

FAA Oral and Practical Tests for Mechanics Update(s)

To prepare for the July 31, 2023, deadline for the part 147 and 65 rules, the FAA's Airman Testing Standards Branch updated the [Airman Testing Website](#) with information and resources for Designated Mechanic Examiners (DME), mechanic applicants, and managing specialists. The website will continue to be updated with relevant information.

On August 1, 2023, DMEs will no longer be able to download tests from the Designee Registration System (DRS). In addition, tests previously downloaded from DRS will no longer be valid after July 31, 2023.

Starting August 1, 2023, DMEs must use the new Mechanic Test Generator (MTG) application to access test resources and should continue to use the new MTG to post-test results for mechanic applicants.

Resources available on the [Airman Testing Website](#) include a sample test, frequently asked questions (FAQs), and links to DME training information. As August 1, 2023, approaches, we encourage you to familiarize yourself with these resources.

Sample Test Question Changes

We find the majority of persons interested in reviewing sample test questions are doing so by accessing the available Practice Exams on the PSI Website. On 4/12/2023, to avoid redundancy, we removed the Sample Airman Knowledge Test Questions PDF files from faa.gov, as they are identical to the PSI-provided Practice Exam questions.

We continuously review the FAA knowledge test questions, including sample questions/practice exams; and we collaborate with PSI to ensure the Practice Exams, accessible via their website, remain current.

Learning Statement Codes

There are no changes to the [PLT Codes](#) for March 2023.

Airman Knowledge Testing Matrix

An updated version of the Airman Knowledge Testing Matrix is available [here](#).

Description of the changes:

- Page 2, the *Validation Questions* section was updated to clarify that the number of questions for the listed exams does not include the validation questions.
- Page 2, the *Validation Questions section* was updated to clarify that the allotted time for the listed exams does not include the time it takes to respond to the validation questions.
- Page 7, the time allotted for applicants taking the CAX exam was reduced from 3.0 hours to 2.5 hours.
- Page 9, the original bullet 1 NOTE 1 was deleted. Item 14, RECORD OF ACTION, block and ENDORSEMENT block must be checked, dated, and contain the FAA inspector's original signature, and FAA office designation/identification number to align with changes to the current 8610-1.
- Page 11, the Flight Instructor Instrument Airplane Added Rating (AIF) and Flight Instructor Instrument Helicopter Added Rating (HIF) were updated to no longer require an instructor endorsement or other form of written authorization.
- Page 13, the time allotted for applicants taking the PAR exam was reduced from 2.5 hours to 2.0 hours.

Airman Knowledge Test Statistics

- The 2022 4th Quarter Statistics for School Norms vs. National Norms are located [here](#).
- The CY 2022 Airman Knowledge Test statistics are located [here](#).

Airman Certification Standard (ACS)/Practical Test Standards (PTS) Under Revision/Development

The FAA is now publishing updates for the PTSs and ACS through a rulemaking process called Incorporation by Reference (IBR). You can learn more about this [here](#). As a result, some communications and information is restricted, once this rulemaking process begins; this is called Ex Parte.

IBR and Ex Parte

Visit the Department of Transportation's (DOT) [Guidance on Ex Parte Communications](#) webpage for information on ex parte.

Handbooks Currently Under Revision

For release June 2023

FAA-H-8083-11A, Balloon Flying Handbook

- The handbook will take on a "B" revision letter
- The new identifying number will be FAA-H-8083-11B
- This revision of the handbook is being updated to:
 - Address editorial changes
 - Include the addition of second-class medical requirements for commercial balloon pilots
 - Remove/replace obsolete publications/web links
 - Add FAA WINGS Proficiency Program information
 - Add additional language regarding ground assistance
 - Correct student pilot paper certificate information
 - Remove references to Direct User Access Terminal Service (DUATS)
 - Incorporate the Balloon Flying Handbook Addendum A, dated 2016
 - Address current industry practices

FAA-H-8083-25B, Pilot's Handbook of Aeronautical Knowledge

- The handbook will take on a "C" revision letter
- The new identifying number will be FAA-H-8083-25C
- This revision of the handbook is being updated to address:
 - Editorial changes
 - Incorporation of the Pilot's Handbook of Aeronautical Knowledge Addendum A, dated 2/2021
 - Incorporation of the Pilot's Handbook of Aeronautical Knowledge Addendum B, dated 1/2022
 - Incorporation of the Pilot's Handbook of Aeronautical Knowledge Addendum C, dated 3/2023
- This revision is considered a minor revision
- A major revision is underway and is planned for release June 2024

FAA-H-8083-30A, Aviation Maintenance Technician Handbook – General

- The handbook will take on a "B" revision letter
- The new identifying number will be FAA-H-8083-30B
- This revision of the handbook is being updated to address editorial changes
- This revision is considered a minor revision

- A major revision is currently underway and is planned for release June 2024

FAA-H-8083-31A, Aviation Maintenance Technician Handbook – Airframe

- The handbook will take on a “B” revision letter
- The new identifying number will be FAA-H-8083-31B
- This revision of the handbook is being combined into one handbook, instead of two volumes
- The handbook is being updated to address editorial changes
- This revision is considered a minor revision
- A major revision is planned to begin in 2023, which will take at least 3 years to complete

FAA-H-8083-32A, Aviation Maintenance Technician Handbook – Powerplant

- The handbook will take on a “B” revision letter
- The new identifying number will be FAA-H-8083-32B
- This revision of the handbook is being combined into one handbook, instead of two volumes
- The handbook is being updated to address editorial changes
- This revision is considered a minor revision
- A major revision is planned to begin in 2023, which will take at least 3 years to complete

For release June 2024

FAA-H-8083-13A, Glider Flying Handbook

- The handbook will take on a “B” revision letter
- The new identifying number will be FAA-H-8083-13B
- This revision of the handbook is being updated to address:
 - Editorial changes
 - Change drivers
 - NTSB Safety Recommendations
 - FAA Safety Recommendations
 - Current industry practices
 - Incorporation of the Glider Flying Handbook Errata Sheet, dated 5/2015

FAA-H-8083-15B, Instrument Flying Handbook

- The handbook will take on a “C” revision letter
- The new identifying number will be FAA-H-8083-15C
- This revision of the handbook is being updated to address:
 - Editorial changes
 - Change drivers
 - NTSB Safety Recommendations
 - FAA Safety Recommendations
 - Current industry practices
 - Incorporation of the Instrument Flying Handbook Errata Sheet, dated 10/2014
 - Incorporation of the Instrument Flying Handbook Addendum A, dated 4/2015
 - Incorporation of the Instrument Flying Handbook Addendum B, dated 11/2019

FAA-H-8083-25C, Pilot’s Handbook of Aeronautical Knowledge (Major revision)

- The handbook will take on a “D” revision letter

- The new identifying number will be FAA-H-8083-25D
- This revision of the handbook is being updated to address:
 - Editorial changes
 - Change drivers
 - NTSB Safety Recommendations
 - FAA Safety Recommendations
 - Current industry practices

FAA-H-8083-30B, Aviation Maintenance Technician Handbook – General (Major revision)

- The handbook will take on a “C” revision letter
- The new identifying number will be FAA-H-8083-30C
 - The handbook chapters are being aligned to match the subject area sequencing in FAA-S-ACS-1, Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards. For example, the first subject in FAA-S-ACS-1 is “Fundamentals of Electricity and Electronics,” so the current chapter 12 will move to chapter 1.
 - Chapters 9 and 13 are being combined
 - Chapters 10 and 11 are being combined
 - The Human Factors section is being rewritten
 - The handbook will contain 12 chapters when the revision is complete
 - Items listed in the ACS, that are missing from the currently published version of the handbook, will be included

Airman Knowledge Testing Supplements

There will be no [supplement](#) revisions in 2023.