

ESTABLISHING A LOCAL AIRFRAME AND POWERPLANT PROGRAM



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1. Establishing a Local Program Like the 908th Airlift Wing

The JSAMTCC (Joint Service Aviation Maintenance Technician Certification Council) program was established to allow military Aviation Maintenance Technicians (AMT) to earn their FAA Airframe and Powerplant (A&P) certificate. As approved by a MOU with the FAA, the JSAMTCC program allows individual AMTs to participate in an online self-paced CCAF-hosted program that permits them to take their written exams (general, airframe, and/or powerplant). Once they have passed their written exams, they may take their Oral and Practical exam with an FAA Designated Maintenance Examiner and, upon successful completion, earn their FAA A&P certificate. Most military members utilize their COOL benefits (e.g., AFCOOL, Air Force Credentialing Opportunities Online) to pay for the exams, study material, and an exam prep course.

The 908th took the additional step of setting up a unit training program that melds a thorough in-house training program, taught by 908th AW FAA certificated mechanics (i.e., having previously earned their A&P) with the JSAMTCC program to further empower their AMTs to achieve their FAA A&P. Through great effort they have utilized existing maintenance facilities and assembled specialized maintenance training curriculum and equipment to cover all the skill and knowledge areas identified for examination by the FAA.

2. How JSAMTCC Works

The JSAMTCC (Joint Service Aviation Maintenance Technician Certification Council) program has supported the joint services for over twenty years (established in 2001). The process has been continually modernized in that time but today the process is as follows. Military members must be or have been in one of the military occupational classifications (e.g., MOS, rating, specialty) listed in FAA Order 8900.1, *Flight Standards Information Management System (FSIMS)* (i.e., any 2AXXX other than 2A6X2, Aerospace Ground Equipment) and have at least 18 months of full-time experience to pursue just the Airframe certificate or just the Powerplant certificate or 30 months of full-time experience to pursue the Airframe and Powerplant (A&P) certificate to participate in the JSAMTCC program. They then enroll in the program through their service liaison (for DAF members they email their enrollment request to ccaf.faa@us.af.mil). Upon enrollment they successfully complete each knowledge area with the accompany quiz online and at their own pace. Once they have completed all the knowledge areas their service liaison will send them a Qualification Training Package (QTP) and they comply with all the skill training required by the FAA. The completed QTP is sent to JSAMTCC, and a graduation package is assembled and mailed to the member containing two filled out copies of the FAA Form 8610-2 (Airman Certification and/or Rating Application) and the JSAMTCC Certificate of Eligibility. The member then goes on to take their written exams and finally their Oral and Practical exam. The JSAMTCC program highly recommends that members participate in some form of exam prep course to prepare them for the Oral and Practical exam.

3. Setting Up an FAA Approved Testing Site

Military members can take their “written” PSI exams online for free provided they take them at a military FAA approved testing site. Each exam costs \$175 so the member that passes all their

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exams the first time is avoiding spending \$525 of their AFCOOL funds. Retakes are also free saving the member \$175 out of pocket for each retake.

Set up of an FAA approve testing site should be accomplished by your installation's Education Office. They should email Sydney Kippenberger at

Sydney.O-CTR.Kippenberger@faa.gov for details.

4. How AFCOOL Works

The Department of the Air Force Credentialing Program (DAF-CP) provides a vehicle for the award of civilian, industry and academic credentials, whether they were gained before or after entering DAF service. The intent is to expand the professionalism and diversity of skillsets of military personnel while serving in the DAF and prepare them for entry into civilian jobs upon separation or retirement from the Service. (IAW DODI1322.33_DAFI36-2683 DAFI 36-2670, para. 2.3.b.(2)).

The AFCOOL handbook can be accessed at the following address,

<https://www.airuniversity.af.edu/Barnes/CCAF/Articles/Article-Display/Article/3193599/air-force-credentialing-opportunities-online-afcool/>

It is recommended that members and supervisors familiarize themselves with the AFCOOL process prior to beginning their A&P journey.

A) AFCOOL Step-By-Step

- 1) The member reviews <https://afvec.us.af.mil/afvec/af-cool/how-to-apply> prior to applying for funding.
- 2) Research available certifications on <https://afvec.us.af.mil/afvec/af-cool/search>, select an approved AFCOOL certification, and then submit Education Goal for approval to the supervisor.
 - a) Filter the AFCOOL website certifications by AFSC, credential name, or AFCOOL approved certifications.
- 3) Select the desired training vendor and obtain an itemized unpaid invoice from the vendor.
 - a) Usernames and passwords should be uploaded on a word document.
 - b) Do not pay the invoice; submitted to AFCOOL for payment!
 - c) Upload all the required documents to AFVEC under the Education Goal, Supporting Documentation.
Note: The AFCOOL CPO does not endorse any vendor or assist members with selecting a vendor.
- 4) Apply for funding (preparatory course, study materials, exam fee, taxes, administrative or processing fees) then click "Issue Funding". It is possible to have up to three different funding requests.
Note: The exam, preparatory course, study materials, and fees cannot be bundled into one funding request.
- 5) The supervisor reviews and signs the funding request(s), if approved by the supervisor the request will go to the AFCOOL CPO for review and processing. If the supervisor rejects the funding request, it is automatically canceled (IAW DODI1322.33_DAFI36-2683, para. 2.5.b.(4)).

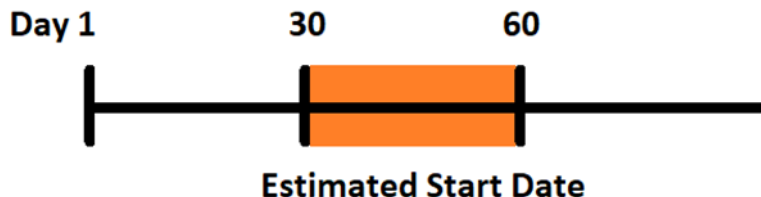
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- 6) The CPO reviews the funding request(s) and, if approved, the request(s) moves to the AF COOL Purchasing Agent (PA) for payment on the member's behalf. Once payment is made, the member will receive an email from the vendor with the next steps (e.g., voucher code, or how to schedule the course or exam).
- 7) If the CPO defers the request, additional information is required. The correspondence will be sent through AFVEC Messenger and is located in Student Messages.
- 8) If the CPO disapproves, the message will state the reason.
- 9) The member has 120 days from the start of the funding request to submit exam results. Extensions to that 120 days are reviewed upon request, with proper documentation from the certification agency.

AFCOOL will require two documents from the member to process their funding request(s). They will require a scanned copy of the JSAMTCC Certificate of Eligibility and the invoice(s) for their prep course, study material, and exams.

5. Special Instructions for AFRC and ANG Members

- A) Only activated Guard and Reserve members (unit guard or reserve, individual reserve) on Title 10 orders §§ 12301(a), 12301(d), 12301(g), 12302, or 12304 or Title 32 § 502(f) orders are eligible to receive AF COOL Program funding.
- B) A copy of the orders must be loaded to the member's Student Documents folder in the AFAEMS and cover the duration of the certification.
- C) Members must be on Active-Duty orders status when their funding requests are approved and funded by the AF COOL CPO (IAW DODI1322.33_DAFI36-2683, para. 4.1.c.(1)).
- D) Grades must be submitted within 60 days of termination of orders to active duty (IAW DODI1322.33_DAFI36-2683, para. 4.1.c.(1)).
- E) Members will be required to reimburse all funding associated with the credential in case of non-completion and/or failure. (IAW DODI1322.33_DAFI36-2683, para. 4.1.d.(2)(c)).
- F) Funding requests submitted greater than 60 days or less than 30 days prior to the exam date will be denied and the member will be instructed to resubmit the request within the timeframe. (IAW DODI1322.33_DAFI36-2683, para. 4.1.d.(2)(i)).



6. Manpower Requirements

The JSAMTCC program and the 908th A&P training team recommend at least two FAA certificated A&P mechanics teach the local A&P course. It is also recommended that A&P instructors be experienced technical trainers with some training in adult education (e.g., Basic Instructor Course) and an Instruction Systems Design (ISD) course. Typical class size did not exceed five personnel.

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7. Space Requirements/Existing Shop Utilization

When considering the space required to support a local A&P program there are considerations leading to different scenarios. One must consider if the training area will be dedicated to A&P training, or will other existing maintenance shops and their equipment be utilized to augment the program? A dedicated training area will require a minimum of 1,500 square feet. Most units do not have that kind of square footage available as excess.

A more reasonable scenario is a hybrid of some training being performed in a dedicated location with the remainder being performed at existing maintenance facilities. This saves space and funds for additional equipment but requires coordination to support the training program while not impacting the flying mission.

8. Equipment and Tools

An exhaustive list of equipment, recommended for instructional use supporting a local A&P program, is being developed by a local third-party. As soon as we receive it, we will update this guide.

9. Written Exams

The FAA written exams are accomplished online through PSI services. In the past, examinees were able to utilize commercially available study guides or exam software and simply recognize the right answer on the exam. The FAA is changing the nature of the questions and they now require some contextual understanding of the underlying operational theory and application of the principles outlined in the FAA publications. It is recommended that members, preparing for their written exam, have a contextual understanding of the systems and theories to be tested by reading and understanding the following publications:

FAA-H-8083-30A, General Handbook (published 2018)

FAA-H-8083-31A volumes 1 and 2, Airframe Handbook (published 2018)

FAA-H-8083-32A volumes 1 and 2, Powerplant Handbook (published 2018)

These publications are available for free from this site:

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation

Pass percentages for the FAA written exams in 2022 were:

Knowledge Test	Pass Rate	Average Score
Aviation Maintenance Technician Airframe	74.79%	75.80%
Aviation Maintenance Technician General	74.75%	75.29%
Aviation Maintenance Technician Powerplant	67.11%	73.71%

Study Guides for all three exams are available upon request. Send your request to:

ccaf.faa@us.af.mil.

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10. Setting Up a Relationship with a DME Vendor

Setting up a working relationship with a local Designated Maintenance Examiner (DME) is important. This person or persons will be able to give you some guidance on how best to set up your preparatory courses. Many will also offer a short Oral and Practical preparatory course prior to evaluating the A&P hopeful.

You can find a DME located near you using this site:

<https://designee.faa.gov/#/designeeLocator>

The DME will also have to register in AFCOOL's vendor portal for the member to pay for the Oral and Practical exam and prep course using their AFCOOL funds.

Vendors need to contact the following: <https://aiportal.us.af.mil/aiportal>

11. Points of Contact

Questions regarding the JSAMTCC program can also be directed to ccaf.faa@us.af.mil.

Questions regarding the AFCOOL program can be directed to each member's AFVEC messenger.

12. A Final Note

The CCAF has completed a research project, the Aviation Center of Excellence (ACE), that is a detailed study of the option of setting up a centralized aviation maintenance training campus leading to the award of a temporary FAA Airframe and Powerplant Mechanic's certificate for each attendee. This research is being used by the Aviation Maintenance Technician Working Group to take the ACE concept and transform it from a CCAF research initiative to a DAF Maintenance Community proposal for HAF consideration.