

# FAA Airframe & Powerplant A&P Prep Course

The Aircraft Industry considers the person who has completed a course of instruction or by sheer experience has accumulated the necessary knowledge to become an Airframe & Powerplant maintenance technician to be the top in their field. This person has demonstrated that he or she is familiar with all facets of aircraft maintenance. The A&P License is mandatory in many fields to even be considered for an entry-level position. For this reason, the A&P license is highly desired and is a natural adjunct for the technician, whether they be highly experienced or just out of a training environment. This license is the ticket to maintaining employment or in finding rewarding employment.

## License Requirements

At present, all A&P maintenance technicians are governed by FAR Part 65, which gives experience requirements, what is expected from the applicant for the license, and what the applicant will receive at the end of the course of instruction. Basically, the applicant can expect to furnish the following items to the FAA Inspector to show eligibility for the examinations. If you desire the combined Airframe and Powerplant rating, you will need 30 months of actual experience, of which 18 months will be working on Airframe Structures and 18 months working on aircraft engines. For either the Airframe or Powerplant only (due to lack of experience in either Airframe or Powerplant), you will need 18 months only. We suggest you bring your records to our office if you have any doubts as to your qualifications and our counselors will gladly help you determine what additional experience, if any, you may need.

1. Have your military discharge records showing you have worked on aircraft the required number of months or, if active duty, a record of on-the-job training (OJT).
2. Have a letter from a licensed mechanic stating you have worked under his supervision, with details of work done and dates worked. This must be full-time work. The letter must identify aircraft and engines you worked on by type and what you actually did. Give complete details. The letter should also include a statement that he believes you are qualified under FAR 65.77.
3. If you were qualified before and started but never finished getting your rating, bring this information with you. Your experience never expires.
4. Have your diploma from a civilian FAA-approved school.

## Course Tuition

Airframe & Powerplant .....	\$900.00
Airframe/General or Powerplant/General Only.....	\$600.00
Airframe or Powerplant only (add-on).....	\$300.00

(Examination Fees are in Addition to Tuition)

As in all of our programs, we give a 100% written guarantee that you will pass all parts of the written examination if you have participated and studied as directed. We also give a free Oral & Practical review to greatly enhance your ability to pass your Oral & Practical examination. This course of instruction will cover at least the following areas: basic electricity, weight and balance, math, physics, airframe structures and systems, sheet metal, bend allowance, fuel, hydraulics, Powerplant theory, induction, exhaust, lubrication, ignition, propellers, jet engines, Oral and Practical review, and much more.

## Training Standards

Each student must receive a minimum score of 70% in order to pass and receive a license. Practice exams will be administered prior to each FAA examination. Each student is expected to finish this course in the time allotted by the instructor. Our contract for services explains this in detail.

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