

December 10, 2014

Delivered by email to: [morgan.ctr.halvorsen@faa.gov](mailto:morgan.ctr.halvorsen@faa.gov)

Morgan Halvorsen  
1625 K Street NW  
Suite 300  
Washington, DC 20006

RE: Comments on Draft Advisory Circular (AC) 65-30B  
Attached Redraft of AC

The undersigned associations represent companies and individuals that are directly impacted by the information the Federal Aviation Administration's (FAA) provides to individuals querying about or becoming mechanics and repairmen certificated under Title 14 Code of Federal Regulations (14 CFR) part 65.

The information contained in the referenced AC was generally outdated, incomplete, in some cases incorrect; therefore the undersigned rewrote the document rather than commenting on each issue. We are hopeful our attached draft will be used as the basis for the updated document.

During the redrafting process—

- (1) The latest information on creating and updating ACs was used—that is, the attached rewrite follows the agency's internal AC template and instructions.
- (2) The undersigned shared drafts, requested information and received comments and suggestions from its members and the following trade associations and colleagues—
  - (a) Aerospace Industries Association—Ali Bahrami
  - (b) Aircraft Electronics Association— Ric Peri
  - (c) Airlines for America— Robert Ireland
  - (d) Carol E. Giles & Associates—Carol Giles
  - (e) General Aviation Manufacturers Association—Walter Derosier
  - (f) Helicopter Association International—Harold Summers, David York & Brian Haggerty
  - (g) National Air Carriers Association—George Paul
  - (h) National Air Transportation Association—John McGraw
  - (i) National Business Aircraft Association—Eli Cotti
  - (j) Pratt & Whitney—Craig Bolt
  - (k) Regional Airline Association— Stacey Bechdolt

While not all individuals or associations provided comments, none opposed the rewrite of the document; neither did the undersigned receive or hear any negative comments on the drafts circulated.

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- (3) Resources have been placed in appendices to ensure the information that may and does change over time can be updated either by the agency or by the industry in an expedited manner.

The undersigned was unable to confirm whether the information contained in the original draft was consistent with directions to Flight Standards Aviation Safety Inspectors and designees available through the Flight Standards Information Management System and other ACs, guidance and documents. In particular, members brought to our attention that—

- (1) While the draft AC stated that only the portion of the failed tests need to be retaken, comments indicated that the portions of tests that have to be retaken is at the discretion of the examiner.

It is imperative that the agency carefully review its various documents to ensure they do not contradict each other.

To address the issue, the attached rewrite removes information on the protocols, methods and specifics regarding application, testing and other particulars of receiving a repairman or mechanic certificate. In other words, the rewrite merely contains general information and references the regulations and other guidance for the specific procedures for applying for, obtaining and maintaining a mechanic or repairman certificate issued under part 65.

- (2) Advisory Circulars referenced in Appendix A (and available through the agency's regulatory and guidance library) may have been replaced with "handbooks" as suggested by Advisory Circular 60-29 (Renumbering of Airman Training and Testing Publications). Therefore, if Appendix A is retained, it and the regulatory and guidance library must be carefully reviewed to ensure the proper names, titles and information is available to the public in both forums.

Respectfully submitted,

Sarah MacLeod  
Executive Director  
Aeronautical Repair Station Association  
121 North Henry Street  
Alexandria, VA 22314-2903  
sarah.macleod@arsa.org

Ryan Goertzen  
President  
Aviation Technician Education Council  
117 North Henry Street  
Alexandria, VA 22314-2903  
ryan.goertzen@spartan.edu

cc: Ronald Mohler  
Jay Hiles  
Kevin Morgan

ronald.mohler@faa.gov  
john.j.hiles@faa.gov  
kevin.morgan@faa.gov



# Advisory Circular

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**Subject:** Overview of the Civil Aviation  
Maintenance Profession

**Date:** DRAFT

**AC No:** 65-30B

**Initiated by:** AFS-300

**Change:**

## 1. What is the purpose of this AC?

This advisory circular (AC) provides information on the regulations, background, qualifications, employment and career opportunities in the civil aviation maintenance industry.

It explains the requirements for persons wishing to enter the civil aviation maintenance profession and the qualifications for employment and careers in the various segments of the civil aviation industry.

## 2. Who does this AC apply to?

The information in this AC will benefit:

- Individuals contemplating employment or a career in the civil aviation maintenance industry.
- Career counselors.
- Persons that already work in civil aviation maintenance wishing to learn more about employment and career opportunities.

## 3. Is there related information available?

### a. Title 14 Code of Federal Regulations (14 CFR)

United States regulations include safety rules that govern work performed on civil aviation products and articles. Persons in the civil aviation maintenance profession are expected to be familiar with these requirements. These and other government requirements are available through the [electronic code of federal regulations](#).

The regulations that are of particular importance to persons interested in the field of civil aviation maintenance include—

- Part [43](#), Part Maintenance, Preventive Maintenance, Rebuilding, and Alteration. The rules that govern who may perform work on civil aviation products and articles, how that work must be performed, and who may inspect and approve that work for return to service. Some of the tasks and work must be performed by persons that hold a certificate from the Federal Aviation Administration (FAA). Certificates are issued to individuals as well as companies.
- Part [65](#), Certification: Airmen other than Flight Crewmembers. Individuals must meet certain requirements to receive a certificate from the FAA. The certificate allows an individual to perform, inspect and approve for return to service maintenance, preventive maintenance and alteration on civil aviation products or articles. The certificates are known as:

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**Subject:** Overview of Civil Aviation Maintenance Professions

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- ✓ Mechanic certificates under which an individual may obtain airframe and powerplant ratings. The requirements to obtain and hold such a certificate can be found under subparts [A](#) (General) and [D](#) (Mechanic) of part [65](#).
- ✓ Repairman certificates under which an individual may perform specific inspection, maintenance, preventive maintenance and alteration tasks for repair stations and air carriers. Additionally, this subpart explains special repairman certificates for work on light-sport and other specialty aircraft. The requirements to obtain and hold such a certificate can be found under [subpart E](#) (Repairman) of part [65](#).
- Part [147](#), Aviation Maintenance Technician Schools. Educational institutions are issued a certificate from the FAA to provide approved training that allows a passing student to take the required exams to obtain a mechanic certificate (see section [65.80](#)).
- Part [187](#), Fees. The agency may collect fees for performing certain services. The fees associated with the services explained in this document may be obtained from information found in Appendix A.

b. Related FAA-issued information

Comprehensive information on obtaining and holding a mechanic certificate from the FAA can be found on the agency's website (<http://www.faa.gov/mechanics/become/>) and by using the search term "mechanic."

Appendix A contains a list of and links to some additional information for persons interested in obtaining and maintaining a mechanic or repairman certificate.

c. Financial aid and other resources

- Financial aid for initial and continuing education may be obtained from general internet searches for public sources. For example:
  - ✓ The Department of Education (<http://www.ed.gov/>) contains general information on financial aid and resources from the federal government.
  - ✓ Aviation maintenance technician schools that hold FAA-issued certificates under part [147](#) offer financial aid and support. For information on the types and availability of offerings go to the specific educational institute's website.

Educational institutions that specialize in civil aviation maintenance skills, employment and careers may be obtained from the FAA's website (<http://av-info.faa.gov/MaintenanceSchool.asp>). Another way to obtain names of aviation-oriented educational institutes is through trade associations that represent them, examples can be found in Appendix B.

- Financial aid for initial and continuing education from accredited institutions, manufacturer technical schools and other sources of regulatory and technical knowledge can be found from general internet searches of the term "aviation" followed by technical terms such as maintenance, manufacturing and then employment, careers and mentoring.

A list of some aviation specific resources can be found in Appendix B.

- Trade associations and labor unions represent individual mechanics and may provide information on skill and education needs as well as employment and career opportunities. A list of resources can be found in Appendix B.

#### 4. BACKGROUND.

Civil aviation is a highly regulated industry. The FAA controls the design, production, operation and maintenance of civil aviation products (aircraft, aircraft engines and propellers) and the articles installed on those products. In addition to the FAA, other governmental agencies have oversight of aviation activities, such as the Transportation Security Administration (TSA), Department of Defense (DoD), as well as state and local governments.

Indeed, some terms and words used in civil aviation are defined by the regulations, such as product (see, section [21.1](#)), article (see, section [145.3](#)), maintenance (see, section [1.1](#)) and preventive maintenance (see, sections [1.1](#) and [part 43, appendix A](#)). It behooves any individual entering the industry to understand the nature and extent of governmental requirements and oversight.

Maintenance, preventive maintenance, rebuilding and alterations of civil aviation products and articles are controlled by part [43](#). That regulation only allows persons holding certain certificates and persons supervised by certificate holders to perform work. For example section [43.3](#), entitled “*Persons authorized to perform maintenance, preventive maintenance, rebuilding, and alterations*” outlines the types of certificates required to perform specific tasks and activities. As such, persons must be authorized to perform or supervise maintenance, preventive maintenance, rebuilding and alterations on civil aviation products and articles.

Certificates issued to individuals that support maintenance, preventive maintenance, rebuilding and alterations tasks and activities include:

- Mechanic—an individual’s privileges and limitations are established by part [65](#).
- Repairman—an individual’s privileges and limitations are established by part [65](#) and repair stations (see part [145](#)) or air carrier’s (see part [121](#) or [135](#)) job description and technical requirements.
- Sport pilot—an individual’s privileges and limitations are to perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.
- Pilot—the holder of a pilot certificate issued under part [61](#) may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under part [121](#), [129](#), or [135](#).

The aviation maintenance industry supports the operations of United States aircraft nationally and internationally. To appreciate the number of aircraft and therefore, installed equipment which will require maintenance at some point, the [Aircraft Registry](#) provides a listing of aircraft types, makes and models ([http://www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/releasable\\_aircraft\\_download/](http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/releasable_aircraft_download/)). Further information on the production and operation rates for aircraft in the different segments of the aviation industry is available through the resources listed in Appendix B.

#### 5. DO I HAVE TO HOLD A CERTIFICATE FROM THE FAA TO WORK IN THE CIVIL AVIATION MAINTENANCE INDUSTRY?

No, an individual does not have to hold a certificate from the FAA to work in the civil aviation maintenance industry. You will, however, have to work under the direct supervision of an appropriately rated and authorized certificate holder.

Persons that hold certificates are more readily employable in the civil aviation industry; specific positions and responsibilities require possession of a FAA-issued certificate. For example—

- Supervisors in repair stations must hold a mechanic or (be qualified to obtain a) repairman certificate.
- Persons authorized to perform required inspections and issue aircraft releases for air carriers must hold a mechanic or (be qualified to obtain a) repairman certificate.
- Persons holding mechanic certificates with airframe ratings may perform required inspections and maintenance actions for business and private aircraft owners.
- Persons wishing to perform annual inspections under an inspection authorization (IA) must first hold a mechanic certificate with airframe and powerplant ratings. The IA allows for more responsibilities and opportunities for employment and careers with fixed based operators, business aircraft owners and general aviation repair stations.

All positions will require knowledge of the particular operations of the company and the different types of owners and operators. Continued technical and regulatory education and experience will enhance employment and career opportunities.

## 6. HOW DO I OBTAIN AND MAINTAIN A MECHANIC CERTIFICATE?

### a. General information

Part [65](#) subpart [A](#) contains the requirements and expectations for any individual that wishes to obtain or retain a certificate issued by the FAA. Those rules contain information on—

- The types of certificate issued (see, section [65.1](#)), how you apply for and obtain one of those certificates (see, section [65.11](#)) and how security disqualifications are issued (see, section [65.14](#)).
- The application of foreign persons (see, section [65.3](#)).
- Prohibitions against—
  - Falsification (see, section [65.20](#)),
  - Cheating on tests (see, section [65.18](#)) and
  - Offenses involving alcohol or drugs (see, section [65.12](#)).
- Temporary certificates, changing your name, address or obtaining a replacement for a lost or destroyed certificate (see sections [65.13](#), [65.16](#) and [65.21](#)).
- How tests are generally conducted and the process for retesting after failure (see, sections [65.17](#) and [65.19](#)).
- Duration of the certificates (see, section [65.15](#)).

### b. General requirements for mechanic certificates

A FAA mechanic's certificate has two possible ratings—

- Airframe, and
- Powerplant.

Although most mechanics with FAA-issued certificates hold both ratings and are referred to as “A&Ps,” there are those with only an airframe (A) rating, or only a powerplant (P) rating (see, section [65.73](#)).

The general requirements for obtaining and maintaining a mechanic certificate are contained in part [65](#), subpart [D](#). The rules cover—

- General eligibility requirements with respect to age, the ability to read, write, understand and speak the English language and passing all tests within a specific period of time (see, section [65.71](#)).
- The knowledge (see section [65.75](#)) or experience (see section [65.77](#)) and skills (see, section [65.79](#)) requirement for obtaining a mechanic certificate.
- The privileges, limitations and obligations that apply once the certificate is obtained, including—
  - General privileges and limitations (see, section [65.81](#)).
  - Privileges and limitations of an airframe (see, section [65.85](#)) and a powerplant (see, section [65.87](#)) rating.
  - Recent knowledge, experience and skills needed to exercise the privileges of the certificate and ratings (see, section [65.83](#)).
  - How to obtain and maintain an inspection authorization and its privileges and limitations (see, sections [65.91](#), [65.92](#), [65.93](#) and [65.95](#)).

c. Testing and eligibility

There are two types of tests, each is explained in more detail below. The tests are provided by FAA employees, designees and aviation maintenance technical schools holding part 147 certificates. Various fees apply, contact the testing provider for cost information.

An applicant may establish eligibility for testing in several ways, namely presenting:

- A graduate certificate or certificate of completion from an aviation maintenance technical school that has been issued certificate from the FAA under part [147](#).
- Documented, verifiable evidence of—
  - At least 18 months of appropriate practical experience associated with either an airframe or powerplant rating.
  - At least 30 months of practical experience concurrently performing the duties appropriate to both the airframe and powerplant ratings.

The FAA considers a “month of practical experience” to contain at least 160 hours.

d. Documentation evidencing civilian experience (section [65.77](#))

Information sufficient to establish 18 and/or 30 months of appropriate practical civilian experience will contain data on the specific types and amount of work performed.

Some documentation used to establish civilian experience requirements include:

- Pay records along with maintenance records (see, section [43.9](#)) signed by a supervisor for a repair station or air carrier or supervising part [65](#) mechanic with appropriate ratings.
- A notarized statement stating that the applicant has at least the required number of hours from a certificated air carrier, repair station, or a certificated mechanic or repairman who supervised the work.
- Training and maintenance records from a repair station or air carrier.

Even with the requisite documented civil experience, an applicant must set aside time to prepare for the written and oral/practical tests required by section [65.75](#).

e. Documentation evidencing military experience (section [65.77](#))

An individual can obtain valuable training and experience from the armed forces and apply for credit towards the experience requirements that qualify you to take the mechanic tests.

As with experience obtained from civilian employment, the applicant using military experience to qualify for a mechanic certificate must set aside time to prepare for the written and oral/practical tests required by section [65.75](#).

To use the military occupational specialty (MOS) experience, you must present:

- [DD-214 Form](#), Certificate of Release or Discharge from Active Duty, and,
- A letter from the your executive officer, maintenance officer, or classification officer that certifies—
  - Length of military service,
  - The amount of time worked in each MOS,
  - The make and model of the aircraft and/or engine on which the practical experience was acquired, and
  - Where the experience was obtained.
- In lieu of a letter, pursuant to the Joint Services Aviation Maintenance Technician Certification Council (JSAMTCC), authorized persons in the applicant’s branch of service can certify the training and/or experience by recording it on the joint service [Form CG-G-EAE-2](#), FAA Certification Performance of Job Tasks.

The MOS must evidence experience that the FAA recognizes for the mechanic’s certificate. Credit may be awarded for either the airframe and/or powerplant ratings.

A list of the acceptable MOS codes can be found in Appendix C, however, please check with FAA for the latest version of those codes before making an application under part [65](#).

f. Written tests under section [65.75](#)

To apply to take the mechanic written test, you may attend an aviation maintenance technical school with a certificate from the FAA issued under part [147](#). These institutions can arrange for testing at the end of the appropriate training period.

Alternatively, you must complete the application form (FAA Form 8610-2 Airman Certificate and/or Rating Application) and present it along with the documentation required by that

application to an FAA inspector at a Flight Standards District Office (FSDO). The form can be found at <https://www.faa.gov/forms/index.cfm/go/document.information/documentID/185870>.

There are three kinds of written tests:

- Aviation Mechanic General (AMG)
- Aviation Mechanic Airframe (AMA), and
- Aviation Mechanic Powerplant (AMP).

With the signed form, you can make an appointment for testing at one of the worldwide computer testing facilities. For a list of computer testing locations contact the nearest FSDO or go to [http://www.faa.gov/training\\_testing/testing/media/test\\_centers.pdf](http://www.faa.gov/training_testing/testing/media/test_centers.pdf). The tests are provided on a cost basis and results are immediate.

Where to obtain sample general A&P test questions and additional information on testing requirements, methods and protocol can be found in Appendix A.

g. Oral and practical skill tests under section 65.79

The second set of tests is the oral and practical sequence. These tests can cover any of forty-three (43) technical and regulatory subject areas. They combine oral questions with demonstration of practical technical skills.

These tests can be given on a fee for services basis by or through the part [147](#) aviation maintenance technical school and an individual Designated Mechanic Examiner (DME). A list of the DMEs is available at the local FSDO or at [http://www.faa.gov/training\\_testing/testing/](http://www.faa.gov/training_testing/testing/).

Where to obtain sample general A&P test questions and additional information on testing requirements, methods and protocol can be found in Appendix A.

h. Temporary certificates

When all tests are satisfactorily completed within a 24-month period, you will receive a copy of FAA Form 8060-4, Temporary Airman Certificate, which is valid for 120 days or until the FAA Airmen Certification Branch (AFS-760) in Oklahoma issues a permanent certificate.

## 7. HOW DO I OBTAIN A REPAIRMAN CERTIFICATE?

a. General information

Part [65](#), subpart [A](#) contain the requirements and expectations for any individual that wishes to obtain or retain a certificate issued by the FAA. Those rules contain information on—

- The types of certificate issued (see, section [65.1](#)), how you apply for and obtain one of those certificates (see, section [65.11](#)) and how security disqualifications are issued (see, section [65.14](#)).
- The application of foreign persons (see, section [65.3](#)).
- Prohibitions against falsification (see, section [65.20](#)), cheating on tests (see, section [65.18](#)) and offenses involving alcohol or drugs (see, section [65.12](#)).
- Temporary certificates, changing your name, address or obtaining a replacement for a lost or destroyed certificate (see sections [65.13](#), [65.16](#) and [65.21](#)).

- How tests are generally conducted and the process for retesting after failure (see, sections [65.17](#) and [65.19](#)).
- Duration of the certificates (see, section [65.15](#)).

In addition, part [65](#), subpart [E](#) provides information on displaying a repairman certificate (see, section [65.105](#)).

b. General repairman requirements

Repairman certificates for persons employed by repair stations or part [121](#) or [135](#) air carriers (see, section [65.101](#)). To be eligible, an individual must be—

- At least 18 years of age,
- Able to read, write, speak and understand the English language,
- Be recommended by the employer and
- Specifically trained or knowledgeable in the particular skills required by the employer.

c. Repairman certificate for experimental aircraft builders

Repairman certificates for experimental aircraft builders (see, section [65.104](#)) are issued to primary builders of experimental aircraft that wish to perform their own maintenance, preventive maintenance and alteration work. To be eligible for this certificate must be—

- At least 18 years of age,
- The primary builder of the aircraft upon which the work will be performed,
- A citizen or permanent resident of the United States and
- Able to show the FAA the necessary skills.

Additional FAA-issued information on these certificates can be found in Appendix A.

d. Repairman certificate for light-sport aircraft

Repairman certificates for light-sport aircraft (see, section [65.107](#)) are issued with several ratings to persons that wish to work on their own aircraft as well as perform work for others. To eligible for either rating, an individual must be—

- At least 18 years of age
- A citizen or permanent resident of the United States and
- Able to read, speak, write, and understand English.

To obtain an inspection rating for one's own aircraft will necessitate a showing of requisite skills and knowledge. To obtain a maintenance rating that allows you to work on someone else's light sport aircraft, specific training is required.

Additional FAA-issued information on these certificates can be found in Appendix A.

Manufacturers of these aircraft will provide extensive information on the requisite skills, knowledge and training for providing maintenance services to this segment of the industry, please reference Appendix B for more information.

## 8. WHAT TYPE OF EMPLOYMENT AND CAREERS ARE AVAILABLE IN CIVIL AVIATION MAINTENANCE?

### a. General

Civil aviation maintenance provides a multitude of career opportunities for individuals that understand, appreciate and enjoy technically intense occupations. Work on a civil aircraft, aircraft engine, propeller, appliance or individual piece part requires—

- Personal integrity—the work is safety-sensitive and each person performing work on a civil aviation article must do that work properly regardless of supervision or extenuating human factors.
- Attention to detail—the work performed must be done in accordance with the proper instructions, without skipping steps or leaving articles behind.
- Technical skills and knowledge—the rules require individuals have the knowledge and skills to perform work properly. Continued education is invaluable to the civil aviation maintenance industry; with additional technical skills and knowledge, opportunities to grow from performing direct maintenance activities to supervision and management positions abound.
- Regulatory compliance—an understanding of the federal aviation safety regulations and standards that govern every maintenance, preventive maintenance and alteration task performed is essential to employment and career advancement.
- Physical abilities and exertion—maintenance work is physical and will require varying degrees of bodily exertion to accomplish properly.

See Appendix B for more information and resources related to each segment of the aviation industry, which are further described below.

### b. Airlines

Air carriers perform work on their own aircraft and may also perform work for other air carriers with similar aircraft types under parts [121](#). Part [135](#) operators with larger aircraft may perform work under their operation certificates. In addition, the company may hold a separate repair station certificate under part [145](#) so it may perform work on other civil aviation products or articles.

There are many different types of air carriers, including scheduled, non-scheduled and part [129](#) operators that fly into the United States with and without aircraft with FAA-issued certificates of airworthiness. Jobs carry the potential of international assignments and travel.

Scheduled air carriers must have work performed at stations in cities around the world. Non-scheduled and charter operators, whether carrying cargo or passengers, use flight mechanics to fly with the aircraft internationally. While the latter needs a certificated and experienced mechanic; either type of operation provides a vast array of employment and career opportunities.

Employment opportunities for technically competent personnel include working on completed aircraft at line stations throughout the world, performing substantive work during heavy maintenance checks and working in engine and component shops.

Career opportunities and advancement include:

- Supervisory positions at maintenance bases, stations and shops.

- Maintenance control department positions that are responsible for troubleshooting and resolving maintenance issues on operating aircraft, such as deferring items or directing restoration that enable aircraft to keep flying.
- Quality assurance and auditing department positions that oversee heavy maintenance activities as well as qualifying and ensuring continued regulatory compliance by other maintenance personnel and providers.
- Management of aircraft fleet types, including the scheduling and implementation of engineering programs, which require interaction with other departments, manufacturers, engineers and finance.
- Positions responsible for establishing and maintaining recordkeeping and compliance requirements for new and current fleets of aircraft.
- Planning department positions that cover daily and long term maintenance, preventive maintenance and alteration actions. Responsibilities range from daily scheduling of tasks for aircraft and fleets to work that must occur 30 days to five year intervals.

More information on this segment of the civil aviation industry can be obtained from individual airline websites; most air carriers provide comprehensive explanations of employment and career opportunities. General internet searches also reveal employment and career opportunities with large and small air carriers.

c. Business aviation

Corporations and business owners can own or lease one or more aircraft; when they do so, the opportunity to work in a wide ranging, rapidly changing technical environment exists for aviation maintenance professionals.

The business aviation community support individual corporate fleets, helicopters that survey rush-hour traffic, fixed-base operations and services that support flight operations at the nation's 5,000 public-use airports.

While the vast majority of businesses in this community – 97 percent – are small- to mid-size businesses, business aviation is a diverse composite of entrepreneurs and organizations – nonprofits and companies of all sizes – located in all parts of the United States. You can find them in metropolitans, small towns and rural areas. Although, propeller-and turboprop- driven aircraft currently compose the majority of America's business aviation fleet, there will also be aircraft ranging from helicopters to fixed-wing turbine airplanes.

Many corporate and business aviation aircraft are state-of-the-art machines; they do more than provide transportation, they contain comfortable working offices with all modern accrements. Highly sophisticated medical, firefighting or search and rescue equipment and devices are also installed and will need attention. Reliable communication and constant productivity during emergency and international travel is essential to business operations and is expected in a company's aircraft.

Employment and career opportunities range from certificated mechanics performing routine and regular maintenance to specialized avionic technicians familiar with business and aviation hardware, software and technical and regulatory interfaces. Supervision and management opportunities range from managing aircraft and upgrade acquisition and implementation to responsibility for maximum usage and value of small fleets.

d. Fixed-based operators

These companies are located on or operate from an airport and provide aeronautical services such as fueling, aircraft care (hangar and tie-down space) and parking, aircraft rental and sales, aircraft maintenance and flight instruction.

When maintenance is required, the company must either hold a part [145](#) repair station certificate or offer the services of individuals with mechanic certificates and inspection authorization. The person with a certificate may be responsible for the supervision of others that may or may not hold a mechanic certificate.

Employment and career opportunities depend upon the extent of services being offered; it may range from independent mechanic duties to director of maintenance for a flight school.

e. Manufacturers

Companies that produce civil aviation products and articles often have associated alteration and maintenance facilities. Additionally, the company can offer worldwide trouble-shooting and rectification services that require mechanics and technicians with and without FAA certificates.

Employment opportunities are available for certificated and non-certificated individuals interested in a broad range of precision production activities. Career potential ranges from apprenticeship opportunities to supervisory and management positions in a variety of technical departments. Examples include training, auditing, production, aftermarket services and sales.

More information on this segment of the aviation industry can be obtained from individual production approval holder websites. Most well-known aircraft, engine and propeller manufacturers provide comprehensive explanations of employment and career opportunities.

f. Repair stations

These businesses are issued certificates that allow them to perform a wide range of activities. Some repair stations work on small general aviation aircraft with reciprocating engines, others on large transport category aircraft for air carriers, still others may specialize in aircraft engines or specific components and parts.

These companies seek individuals with and without certificates; the ability to perform the work properly and understand the importance of following federal and customer requirements are essential to a successful career.

Job opportunities range from working on completed aircraft for air carriers to development and application of special technical skills in composite, sheet metal, welding, non-destructive testing and more.

Since employment and careers vary greatly in the repair station industry, it is difficult to assess entry, intermediate and management requirements and expectations. However, there are positions within the repair station that require a mechanic or repairman certificate. Additionally, all employees must be knowledgeable of the tasks being performed and show they are capable of performing those tasks correctly. Consequently, more knowledge through education, training and experience will result in more responsibilities and career opportunities.

Appendix B contains more information on finding the types, locations and size of repair stations. Most large maintenance providers have comprehensive explanations of employment and career opportunities on the internet. Searches for a particular company or general searches will reveal detailed information on employment and career opportunities in this segment of the civil aviation maintenance industry.

g. Specialty fields

- Avionics

The technology that enables automated aircraft flight functions, in-flight entertainment, global positioning usage and other electronic and integrated systems requires special skills, knowledge and understanding to ensure proper civil aviation maintenance and alteration. Careers in this field can be found in many industries; however, those in civil aviation provide excellent opportunities for growth.

In addition to searching particular company or industry segments on the internet, a general search for avionic technician or mechanic will reveal employment and career opportunities for this specialty.

- Balloons

Hot air balloons are controlled by the FAA just like other civil aviation aircraft; only persons with certificates may perform or supervise maintenance, preventive maintenance and alteration of these unique flying machines.

While the industry is not extensive, opportunities to enjoy this unique aspect of aviation as a maintenance professional can be rewarding.

- Airships: Blimps, Zeppelins and Dirigibles

Another aspect of aviation maintenance that may not immediately come to mind is taking care of airships. The aircraft are used by business aviation interests during sporting events and future usage may include heavy-lift operations.

- Rotorcraft

Supporting helicopter operations presents a unique opportunity to explore the front lines of aviation. Rotorcraft are used by governments in fire-fighting, search and rescue, drug eradication, and to support law enforcement and medical emergency activities. These operations are supported by independent businesses that own and operate fleets of aircraft that can be dispatched for particular missions.

Private operators of rotorcraft specialize in sightseeing and external load operations responsible for laying cable and installing towers for utilities, precision placement of large building components (air conditioning units) and logging in remote areas.

These government entities and companies must ensure vital rotorcraft are dispatch-ready at all times. Proper maintenance and preventive maintenance support is essential; employment opportunities range from individuals holding mechanic certificates and inspection authorization performing soup to nuts activities to directors of maintenance for fleets of mission-critical rotorcraft.

- Unmanned aircraft systems

The technology required to ensure precision flight of unmanned aircraft systems ensures a need for individuals familiar with civil aviation requirements. The design and production standards will establish the maintenance requirements; persons holding mechanic certificates can enjoy the advantage of understanding the rigors of aviation safety requirements.

The knowledge and experience required to obtain and maintain a viable mechanic certificate and ratings will provide opportunities in employment and careers associated with unmanned aircraft system technologies.

More information on careers in this segment of the aviation industry can be obtained through general and specific internet searches on companies specializing in production and operation of unmanned aircraft systems. Many companies that participate in other civil aviation activities will also have opportunities in this specialty area.

h. Ultra-light and sports vehicles

While many ultra-light and sports pilots fabricate, operate and maintain their own aircraft, some request the help of mechanics holding FAA certificates. Whether interested in the area because of the desire to fly these small aircraft or to help maintain a high degree of safety, maintenance is an important element.

i. Individual business opportunities

The possibility of opening a business becomes available to persons with a mechanic certificates that have experience and knowledge. It is possible to own and operate an independent business offering services to general aviation and business aircraft owners and operators, fixed based operators as well as air carriers at remote locations or line stations.

A mechanic certificate limits the amount and type of work that can be performed. However, the ability to expand that work scope by obtaining an inspection authorization or a repair station certificate and continuous technical education and knowledge allows for a successful independent civil aviation career.

More information on opening a civil aviation maintenance business can be obtained by investigating the information available from various trade associations representing those businesses, visiting airports and the aviation maintenance businesses they support and through general internet searches for businesses located on or near airports that offer aviation maintenance services. Becoming involved in local aviation events will help generate connections and information on employment and career opportunities available for independent aviation maintenance businesses.

## **9. WHAT ARE THE EMPLOYMENT STATISTICS FOR CIVIL AVIATION MAINTENANCE?**

The government tracks employment information through the [Bureau of Labor Statistics](http://www.bls.gov/oes/current/oes493011.htm), current information for segments of the civil aviation maintenance industry followed by the government can be found by visiting <http://www.bls.gov/oes/current/oes493011.htm>.

Statistics are not kept for all the employment opportunities available to persons with mechanic certificates, avionics technicians or those with extensive experience in aviation maintenance activities.

The BLS considers "Aircraft Mechanics and Service Technicians (49-3011)" as individuals diagnosing, adjusting, repairing, or overhauling aircraft engines and assemblies, such as hydraulic and pneumatic systems; the definition includes helicopter and aircraft engine specialists but excludes "Avionics Technicians" (49-2091).

The BLS considers "Avionics Technician (49-2091)" as those that install, inspect, test, adjust, or repair avionics equipment, such as radar, radio, navigation, and missile control systems in aircraft or space vehicles.

As you can see, the BLS does not gather statistics under terms that relate directly to the parameters of the aviation safety regulations and certificates issued by the FAA. The information does provide an overview of principal industries, areas in the United States with the highest employment and range of pay for industries that employ individuals with mechanic certificates and avionic technicians.

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a. Employment for aviation mechanics

Industries that tend to generate the highest levels of employment for aviation mechanics include:

- Support activities for air transportation (working for repair stations that serve international air carriers),
- Scheduled air transportation (working directly for a national or international air carriers),
- Aerospace product and parts manufacturing (working for companies that hold design and production approvals from the FAA, such as Pratt & Whitney, Boeing, Honeywell), and
- Nonscheduled air transportation (working for corporate and charter airlines and business aircraft operators).

b. Employment for avionic technicians

Industries that tend to generate the highest levels of employment for avionics technicians include:

- Aerospace product and parts manufacturing (working for companies that hold design and production approvals from the FAA, such as Pratt & Whitney, Boeing, Honeywell),
- Support activities for air transportation (working for repair stations that serve international air carriers),
- Scheduled air transportation (working directly for a national or international air carrier),
- Federal executive branch (working for a government agency, such as the FAA, National Transportation Safety Board (NTSB), Federal Emergency Management Agency (FEMA) supporting aircraft or other technical engineering and maintenance activities), and
- Electronic and precision equipment repair and maintenance (working for specialized general and business aviation repair stations or directly in support of such aircraft).

Avionics technicians with specific and extensive work experience are sought for management as well as technical civil aviation maintenance positions; the top paying industries offering an annual mean wage from \$58,350 – \$65,580 (May 2012 numbers) tend to include:

- Management of companies and enterprises (in addition to understanding aviation maintenance, the individual will benefit from business administration, finance and operation experience or education),
- Aerospace product and part manufacturing,
- Scheduled air transportation,
- Nonscheduled air transportation, and
- Architectural, engineering, and related services.

c. States with the highest numbers of mechanics and avionic technicians

While aviation mechanics and avionic technicians are employed in every state, those with the highest numbers tend to contain the most prevalent employers (companies that manufacture aerospace product and parts as well as those that provide support activities for air transportation (repair stations), or national and international air carriers). These activities tend to be conducted in states with temperate climates, such as:

- Alabama
- California
- Florida

- Georgia
- North Carolina
- Oklahoma
- Texas
- Washington

d. Top paying industries

The top paying industries for aviation mechanics are not necessarily associated with aviation. However, experience in the aviation industry will help ensure you can obtain a top position of responsibility and pay. The industries that tend to generate annual mean wages from \$68,510 – \$82,440 (May 2012 numbers) are:

- Electric power generation, transmission and distribution (helicopter support), including for example:
  - Electro-mechanical technicians
  - Mechanical engineering technicians
  - Mechanical, electrical and electronics drafters
- Insurance carriers, including for example:
  - Engineering technicians
  - Electrical and electronic equipment mechanics, installers, and repairers
  - First-line supervisors of mechanics, installers, and repairers
- Couriers and express delivery services, including for example:
  - Aircraft mechanics and service technicians
  - Automotive service technicians and mechanics
  - First-line supervisors of mechanics, installers, and repairers
- Other support services, including for example:
  - Industrial engineering technicians
  - Electrical and electronics repairers, commercial and industrial equipment
  - Industrial machinery mechanics
- Navigational, measuring, electrometrical, and control instruments manufacturing, including for example:
  - Electro-mechanical technicians
  - Mechanical, electrical and electronics engineering technicians
  - Avionics technicians
  - Industrial machinery mechanics
  - Medical equipment repairers

e. Industry information and statistics

Other sources of employment statistics in aviation may be found through general internet searches and from the aviation trade press, companies, labor unions and trade associations listed in Appendix B.

## **10. DOES THIS AC CANCEL ANY PRIOR ACS?**

This AC cancels AC 65-30A, Overview of the Aviation Maintenance Profession, dated November 9, 2001.

## **11. HOW CAN I GET THIS AND OTHER FAA AND GOVERNMENT PUBLICATIONS?**

An appropriate search on <http://www.faa.gov> will yield results on documents and information issued by the FAA.

There are several search engines for appropriate regulations including <http://regulations.gov> which contains the regulations issued by the FAA as well as other federal agencies.

FAA guidance documents and advisory material can be found in its Regulatory and Guidance Library through <http://rgl.faa.gov/>.

Although not government related, most of the trade associations and companies referenced in this document can readily be found through internet search engines if the links provided are incorrect.

Appendix A  
FAA-issued information

This Appendix contains some of the agency-issued information related to obtaining and maintaining certificates from the FAA that carry the authority to perform maintenance, preventive maintenance and alteration on civil aviation aircraft.

Good general information can be found on the general FAA website through a search for “mechanic” if these links do not work:

- <http://www.faa.gov/mechanics/become/>
- <http://www.faa.gov/mechanics/>

To find a local FSDO, search the general FAA website (<http://www.faa.gov>) if this location does not work: [http://www.faa.gov/about/office\\_org/field\\_offices/fsdo](http://www.faa.gov/about/office_org/field_offices/fsdo).

To find the nearest International Field Office (IFO) that supports your areas, search the general FAA website (<http://www.faa.gov>) if this location does not work: [http://www.faa.gov/about/office\\_org/field\\_offices/ifo/](http://www.faa.gov/about/office_org/field_offices/ifo/)

The FAA guidance documents can be found in its Regulatory and Guidance Library (<http://rgl.faa.gov/>).

- [Aviation Maintenance Technician Handbook - General](#)
- [AC 60-28 English Language Skill Standards Required by 14 CFR Parts 61, 63, and 65](#)
- [AC 60-11 Test Aids and Materials that may be used by Airman Knowledge Testing Applicants](#)
- [AC 60-29 Renumbering of Airmen Training and Testing Publications](#)
- [AC 65-2 Airframe and Powerplant Mechanics Certification Guide](#)
- [AC 65-12 Airframe and Powerplant Mechanics Powerplant Handbook](#)
- [AC 65-13 FAA Inspection Authorization Website \(Directory\)](#)
- [AC 65-15 Airframe and Powerplant Mechanics Airframe Handbook](#)
- [AC 65-23 Certification of a Repairman \(Experimental Aircraft Builders\)](#)
- [AC 65-24 Certification of a Repairman \(General\)](#)
- [AC 65-31 Training, Qualification, and Certification of Nondestructive Inspection Personnel](#)
- [AC 65-33 Development of Training/Qualification Programs for Composite Maintenance Technicians](#)
- AC 147-2, FAA Certificated Aviation Maintenance Technician Schools Website (Directory) can be found at <http://rgl.faa.gov/>; it provides instructions on how to use the part [147](#) institution directory, available at <http://av-info.faa.gov/MaintenanceSchool.asp>.
- [FAA-G-8082-19](#) Inspection Authorization Information Guide
- [FAA-H-8038-31](#) Aviation Maintenance Technician Handbook—Airframe, Volume 1
- [FAA-H-8038-31](#) Aviation Maintenance Technician Handbook—Airframe, Volume 2
- [FAA-H-8038-32](#) Aviation Maintenance Technician Handbook—Powerplant, Volume 1

- [FAA-H-8038-32](#) Aviation Maintenance Technician Handbook—Powerplant, Volume 2
- [Order 8080.6](#) Conduct of Airmen Knowledge Tests



- [The Regional Air Cargo Carriers Association \(RACCA\) Aviation Scholarship](#) promotes and assists in make aviation as a career choice and to make students aware of the opportunities in the air cargo industry.
  - [Regional Airline Association \(RAA\) Scholarship](#) provides financial support for the education of individuals who are studying for a career in the airline industry.
  - [Women in Aviation International](#) provides a substantial [list of scholarships](#) in a vast array of civil aviation employment and career opportunities for its members.
- (4) Large and small air carriers offer employment and career educational support. Companies that offer air transport for compensation and hire may be found by performing a general internet search.

Another way to obtain the names of airlines, air carriers and other certificate holders is through trade associations such as—

- [Airlines for America](#) (A4A)
  - [Association of European Airlines](#) (AEA)
  - [Helicopter Association International](#) (HAI)
  - [International Air Transportation Association](#) (IATA)
  - [National Air Carrier Association](#) (NACA)
  - [National Air Transportation Association](#) (NATA)
  - [Regional Air Cargo Carriers Association](#) (RACCA)
  - [Regional Airline Association](#) (RAA)
- (5) Large and small manufacturers offer employment and career educational support, individual design and production certificate holders may be found by performing a general internet search on the industry or for a specific company name.
- You may obtain the names of type certificate holders on the FAA’s website ([http://rgl.faa.gov/Regulatory and Guidance Library/rgMakeModel.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgMakeModel.nsf/MainFrame?OpenFrameSet)) by types of products, such as aircraft, engine or propeller.
  - You may also find a list of parts manufacturer approval (PMA) holders on the FAA’s website ([http://rgl.faa.gov/Regulatory and Guidance Library/rgpma.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgpma.nsf/MainFrame?OpenFrameSet)).
  - You may obtain names of aviation manufacturers through trade associations such as—
    - [Aerospace Industries Association](#) (AIA)
    - [General Aviation Manufacturers Association](#) (GAMA)
    - [Helicopter Association International](#) (HAI)
    - [Light Aircraft Manufacturers Association](#) (LAMA)
    - [Modification and Replacement Parts Association](#) (MARPA)
- (6) Companies certificated as repair stations under part [145](#) offer employment and career educational support.

- You can obtain a list of repair stations from the FAA’s website (<http://av-info.faa.gov/repairstation.asp>) or perform a general internet search for individual companies.
  - You may obtain names of companies that perform civil aviation maintenance services through trade associations such as—
    - [Aeronautical Repair Station Association](#) (ARSA)
    - [Aircraft Electronics Association](#) (AEA)
    - [Aviation Instrument Association](#) (AIA)
    - [National Air Transportation Association](#) (NATA)
- (7) Trade associations and other non-profit or trade unions and experts that represent national and international general and business aviation, individual aircraft owners and operators, distributors and other segments of specific aviation activity are also a source of information for persons interested in aviation maintenance employment and careers.

Examples include:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• <a href="#">AeroSpace and Defense Industries Association of Europe</a> (ASD)</li> <li>• <a href="#">Air Charter Association of North America</a> (ACANA)</li> <li>• <a href="#">Air Charter Safety Foundation</a> (ACSF)</li> <li>• <a href="#">Aircraft Fleet Recycling Association</a> (AFRA)</li> <li>• <a href="#">Aircraft Owners and Pilots Association</a> (AOPA)</li> <li>• <a href="#">Airship Association</a> (AA)</li> <li>• <a href="#">Airships.net</a></li> <li>• <a href="#">American Helicopter Services &amp; Aerial Firefighting Association</a> (AHSFA)</li> <li>• <a href="#">American Institute of Aeronautics and Astronautics</a> (AIAA)</li> <li>• <a href="#">Association of Air Medical Services</a> (AAMS)</li> <li>• <a href="#">Association of Balloon and Airship Constructors</a> (ABAC)</li> <li>• <a href="#">Association for Unmanned Vehicle Systems International</a> (AUVSI)</li> <li>• <a href="#">Aviation Insurance Association</a> (AIA)</li> <li>• <a href="#">Aviation Suppliers Association</a> (ASA)</li> </ul> | <ul style="list-style-type: none"> <li>• <a href="#">Balloon Federation of America</a> (BFA)</li> <li>• <a href="#">European Business Aircraft Association</a> (EBAA)</li> <li>• <a href="#">Experimental Aircraft Association</a> (EAA)</li> <li>• <a href="#">Flight School Association of North America</a></li> <li>• <a href="#">Helicopter Association International</a> (HAI)</li> <li>• <a href="#">HotAirBalloon.org</a></li> <li>• <a href="#">IFly America</a> (IFA)</li> <li>• <a href="#">Independent Fixed Based Operators Association</a> (IFBOA)</li> <li>• <a href="#">International Air Carrier Association</a> (IACA)</li> <li>• <a href="#">International Civil Aviation Organization</a> (ICAO) <a href="#">Next Generation of Aviation Professionals</a> (NGAP)</li> <li>• <a href="#">International Society of Air Safety Investigators</a> (ISASI)</li> <li>• <a href="#">International Society of Transport Aircraft Lending</a> (ISTAT)</li> <li>• <a href="#">Light Aircraft Manufacturers Association</a> (LAMA)</li> </ul> |
|---|---|

- [National Aeronautics Association](#) (NAA)
- [National Aircraft Finance Association](#) (NAFA)
- [National Business Aircraft Association](#) (NBAA)
- [National Agricultural Aviation Association](#) (NAAA)
- [Naval Airship Association](#) (NAA)
- [Satellite Industry Association](#) (SIA)
- [Society of Automotive Engineers](#) (SAE) [International Aerospace](#)
- [Space Foundation](#) (SF)
- [Space Transportation Association](#) (STA)
- [The Lighter-Than-Air Society](#)
- [United States Ultralight Association](#) (USUA)
- [Unmanned Aerial Vehicle Systems Association](#) (UAVS)
- [Unmanned Autonomous Vehicle System Association](#) (UAVSA)

(8) The trade press is another source of information on compliance, employment, careers, expectations, and statistics on the aviation maintenance industry. Many of the trade associations listed above have publications that enhance knowledge and understanding, however, other sources of trade press are also valuable. Examples include—

- [Aero News Network](#)
- [Air & Space Magazine](#)
- [Aircraft Commerce](#)
- [Aircraft Owner](#)
- [Aircraft Technology, Engineering & Maintenance](#)
- [Airline Weekly](#)
- [AvWeb](#)
- [Aviation Maintenance](#)
- [Aviation International News](#)
- [Aviation Today](#)
- [Aviation Week](#)
- [Balloon Life Magazine](#)
- [Director of Maintenance](#) (D.O.M. Magazine)
- [Fly Corporate](#)
- [Flying Magazine](#)
- [Flight Global](#)
- [General Aviation News](#)
- [KitPlanes](#)
- [Light Sport and Ultralight Flying Magazine](#)
- [Power Sport Flying Magazine](#)
- [UAS Magazine](#)
- [Unmanned Systems Technology Magazine](#)
- [Vertical](#)

Appendix C  
MILITARY OCCUPATIONAL SPECIALTY (MOS) CODES

This Appendix's table lists both the current and previous Military Occupational Specialty (MOS) codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard as of 15 October 2012. The current codes are used for active duty tasks performed after January 1990. Previous codes continue to be valid.

The most up-to-date list will be available from the FAA upon request.

**U.S. ARMY CODES**

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. ARMY CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
15B10/30	68B10/30	Aircraft Powerplant Repairer	Powerplant
15D10/30	68D10/30	Aircraft Powertrain Repairer	Powerplant
15E		Unmanned Aircraft Systems Maintainer	Airframe and Powerplant
15F10/30	68F10/30	Aircraft Electrician	Airframe
15G10/30	68G10/30	Aircraft Structural Repairer	Airframe
15H10/30	68H10/30	Aircraft Pneudraulics Repairer	Airframe
15J10/30	68J10/30	Aircraft Armament/Missile Systems Repairer	Airframe
15K40	68K40	Aircraft Components Repairer Supervisor	Airframe
15M10/30	67N10/30	UH-1 Helicopter Repairer	Airframe and Powerplant
15N10/30	68N10/30	Avionics Mechanic	Airframe
15R10/40	67R10/40	AH-64 Attack Helicopter Repairer	Airframe and Powerplant
15R10/40	67Y10/40	AH-1 Attack Helicopter Repairer	Airframe and Powerplant
15S10/40	67S10/40	OD-58D Helicopter Repairer	Airframe and Powerplant
15T10/40	67T10/40	UH-60 Helicopter Repairer	Airframe and Powerplant
15U10/40	67U10/40	CH-47 Helicopter Repairer	Airframe and Powerplant
15V10/30	67V10/30	Observation/Scout Helicopter Repairer	Airframe and Powerplant
15X10/30	68X10/30	AH-64 Armament/Electrical Systems	Airframe
15Y10/30	68Y10/30	AH-64 Longbow Armament/Electrical Systems	Airframe
15Z50	67Z50	Aircraft Maintenance Senior Sergeant	Airframe and Powerplant
151A		Aviation Maintenance Officer	Airframe and Powerplant
67G10/40	67G10/40	Utility Airplane Repairer	Airframe and Powerplant
	67H10/40	Observation Aircraft Repairer	Airframe and Powerplant

## U.S. AIR FORCE (AFSC) CODES

CURRENT	PREVIOUS	U.S. AIR FORCE CODE TITLE	EXPERIENCE CREDIT
NOTE: Some Air Force Specialty Codes (AFSC) may have an alphabetical suffix, known as "shredout." The shredout identifies specialization in a specific aircraft or system (Example: 2A353M); it has no bearing on potential experience credit.			
2A251	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A271	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A252	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A272	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A253	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare Systems Journeyman	Airframe
2A273	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare Systems Craftsman	Airframe
2A300	32900, 43200, 45100, 45200, 45400	Fighter/Remotely Piloted Aircraft Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A353	43151, 45254	Tactical Aircraft Maintenance Journeyman	Airframe and Powerplant
2A373	43171, 45274	Tactical Aircraft Maintenance Craftsman	Airframe and Powerplant
2A354	2A351, 32656, 32657, 32658, 45251, 45253	Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A374	2A371, 32676, 32677, 32678, 45271, 45273	Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A355	2A352, 32656, 32657, 32658, 45252	Advanced Fighter Aircraft Integrated Avionics Journeyman	Airframe

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A375	2A372, 32676, 32677, 32678, 45272	Advanced Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A357	2A353, 43151, 45254	Tactical Aircraft Maintenance (5th Generation) Journeyman	Airframe and Powerplant
2A377	2A373, 43171, 45274	Tactical Aircraft Maintenance (5th Generation) Craftsman	Airframe and Powerplant
2A358	2A353, 43151, 45254	Remotely Piloted Aircraft Maintenance Journeyman	Airframe and Powerplant
2A378	2A373, 43171, 45274	Remotely Piloted Aircraft Maintenance Craftsman	Airframe and Powerplant
2A390	32690, 32691, 32692, 32699, 43191, 43199, 45292, 45299	Fighter/Remotely Piloted Tactical Aircraft Superintendent	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A551	43151, 43152, 43153, 45353, 45750, 45752	Airlift/Special Mission Aircraft Maintenance Journeyman	Airframe and Powerplant
2A571	43171, 43172, 43173, 45373, 45770, 45772	Airlift/Special Mission Aircraft Maintenance Craftsman	Airframe and Powerplant
2A552	43150, 45751	Helicopter/Tiltrotor Aircraft Maintenance Journeyman	Airframe and Powerplant
2A572	43170, 45771	Helicopter/Tiltrotor Aircraft Maintenance Craftsman	Airframe and Powerplant
2A553	2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Mobility Air Forces Electronic Warfare Systems Journeyman	Airframe

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A573	2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Electronic Warfare Systems Craftsman	Airframe
2A554	2A551, 43151, 43152, 43153, 45353, 45750, 45752	Refuel/Bomber Aircraft Maintenance Journeyman	Airframe and Powerplant
2A574	2A571, 43171, 43172, 43173, 45373, 45770, 45772	Refuel/Bomber Aircraft Maintenance Craftsman	Airframe and Powerplant
2A590	2A490, 32390, 32391, 32591, 32894, 32899, 32900, 43190, 43191, 43199, 45390, 45599, 45791, 45793, 45799	Airlift/Special Mission Aircraft Maintenance Superintendent	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	Airframe or Powerplant. ASI evaluation required for appropriate credit.
2A651	42652, 42653, 43152, 45450	Aerospace Propulsion Journeyman	Powerplant
2A671	42672, 42673, 43172, 45470	Aerospace Propulsion Craftsman	Powerplant
2A691	42692, 42693, 43192, 45490	Aerospace Propulsion Superintendent	Powerplant
2A654	42353, 45453	Aircraft Fuel Systems Journeyman	Airframe
2A674	42373, 45473	Aircraft Fuel Systems Craftsman	Airframe
2A655	42354, 45454	Aircraft Hydraulic Systems Journeyman	Airframe
2A675	42374, 45474	Aircraft Hydraulic Systems Craftsman	Airframe
2A656	42350, 42351, 45255, 45455, 45456	Aircraft Electrical & Environmental Systems Journeyman	Airframe

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A354	2A351, 32656, 32657, 32658, 45251, 45253	Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A374	2A371, 32676, 32677, 32678, 45271, 45273	Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A355	2A352, 32656, 32657, 32658, 45252	Advanced Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A375	2A372, 32676, 32677, 32678, 45272	Advanced Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A357	2A353, 43151, 45254	Tactical Aircraft Maintenance (5th Generation) Journeyman	Airframe and Powerplant
2A377	2A373, 43171, 45274	Tactical Aircraft Maintenance (5th Generation) Craftsman	Airframe and Powerplant
2A358	2A353, 43151, 45254	Remotely Piloted Aircraft Maintenance Journeyman	Airframe and Powerplant
2A378	2A373, 43171, 45274	Remotely Piloted Aircraft Maintenance Craftsman	Airframe and Powerplant
2A390	32690, 32691, 32692, 32699, 43191, 43199, 45292, 45299	Fighter/Remotely Piloted Tactical Aircraft Superintendent	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A551	43151, 43152, 43153, 45353, 45750, 45752	Airlift/Special Mission Aircraft Maintenance Journeyman	Airframe and Powerplant
2A571	43171, 43172, 43173, 45373, 45770, 45772	Airlift/Special Mission Aircraft Maintenance Craftsman	Airframe and Powerplant
2A552	43150, 45751	Helicopter/Tilt-rotor Aircraft Maintenance Journeyman	Airframe and Powerplant
2A572	43170, 45771	Helicopter/Tilt-rotor Aircraft Maintenance Craftsman	Airframe and Powerplant

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A553	2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Mobility Air Forces Electronic Warfare Systems Journeyman	Airframe
2A573	2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Electronic Warfare Systems Craftsman	Airframe
2A554	2A551, 43151, 43152, 43153, 45353, 45750, 45752	Refuel/Bomber Aircraft Maintenance Journeyman	Airframe and Powerplant
2A574	2A571, 43171, 43172, 43173, 45373, 45770, 45772	Refuel/Bomber Aircraft Maintenance Craftsman	Airframe and Powerplant
2A590	2A490, 32390, 32391, 32591, 32894, 32899, 32900, 43190, 43191, 43199, 45390, 45599, 45791, 45793, 45799	Airlift/Special Mission Aircraft Maintenance Superintendent	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	Airframe or Powerplant. ASI evaluation required for appropriate credit.
2A651	42652, 42653, 43152, 45450	Aerospace Propulsion Journeyman	Powerplant

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A671	42672, 42673, 43172, 45470	Aerospace Propulsion Craftsman	Powerplant
2A691	42692, 42693, 43192, 45490	Aerospace Propulsion Superintendent	Powerplant
2A654	42353, 45453	Aircraft Fuel Systems Journeyman	Airframe
2A674	42373, 45473	Aircraft Fuel Systems Craftsman	Airframe
2A655	42354, 45454	Aircraft Hydraulic Systems Journeyman	Airframe
2A675	42374, 45474	Aircraft Hydraulic Systems Craftsman	Airframe
2A656	42350, 42351, 45255, 45455, 45456	Aircraft Electrical & Environmental Systems Journeyman	Airframe
2A872	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Mobility Air Forces Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A951	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A971	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A952	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A972	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Integrated Instrument and Flight Control Systems Journeyman	Airframe

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. AIR FORCE CODE TITLE</b>	<b>EXPERIENCE CREDIT</b>
2A953	2A553, 2A154, 2A157, 2A451, 2A452, 2A453, 32152, 32351, 32352, 32353, 32550, 32551, 32554, 32850, 32851, 32852, 32853, 32854, 45351, 45352, 45551, 45552, 45554, 45651, 45753	Bomber/Special Electronic Warfare and Radar Surveillance Integrated Avionics Journeyman	Airframe
2A973	2A573, 2A174, 2A177, 2A471, 2A472, 2A473, 32172, 32371, 32372, 32373, 32570, 32571, 32574, 32870, 32871, 32872, 32873, 32874, 45371, 45372, 45571, 45572, 45574, 45671, 45773	Bomber/Special Electronic Warfare and Radar Surveillance Integrated Avionics Craftsman	Airframe

## U.S. COAST GUARD

CURRENT	PREVIOUS	U.S. COAST GUARD TITLE	EXPERIENCE CREDIT
AMT		Aviation Maintenance Technician	Airframe and Powerplant
AMT	AD	Aviation Machinist Mate	Airframe and Powerplant
AMT	AE	Aviation Electricians Mate	Airframe and Powerplant
AMT	AM	Aviation Structural Mechanic	Airframe and Powerplant
AET		Avionics Electrical Technician	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
AET	AE	Aviation Electricians Mate	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.

## U.S. MARINE CORPS

CURRENT	PREVIOUS	U.S. MARINE CORPS TITLE	EXPERIENCE CREDIT
6062		Aircraft Intermediate Hydraulic/Pneumatic Mechanic	Airframe
6092		Aircraft Intermediate Level Structures Mechanic	Airframe
6112		Helicopter Mechanic CH-46	Airframe and Powerplant
6113		Helicopter Mechanic CH-53	Airframe and Powerplant
6114		Helicopter Mechanic A/UH-1	Airframe and Powerplant
6116		Tiltrotor Mechanic MV-22	Airframe and Powerplant
6122		Helicopter P/P Mechanic T-58	Powerplant
6123		Helicopter P/P Mechanic T-64	Powerplant
6124		Helicopter P/P Mechanic T-400/T-700	Powerplant
6132		Helicopter/Tiltrotor Dynamic Comp Mechanic	Airframe
6152		Helicopter Airframe Mechanic CH-46	Airframe
6153		Helicopter Airframe Mechanic CH-53	Airframe
6154		Helicopter Airframe Mechanic UH/AH-1	Airframe
6156		Tiltrotor Airframe Mechanic MV-22	Airframe
6172		Helicopter Crew Chief CH-46	Airframe and Powerplant
6173		Helicopter Crew Chief CH-53	Airframe and Powerplant
6174		Helicopter Crew Chief UH-1	Airframe and Powerplant
6176		Tiltrotor Crew Chief MV-22	Airframe and Powerplant
6212		Fixed-Wing Aircraft Mechanic AV-8/TAV-8	Airframe and Powerplant
6213		Fixed-Wing Aircraft Mechanic EA-6	Airframe and Powerplant
6214		Unmanned Aerial Vehicle Mechanic UAV	Airframe and Powerplant
6216		Fixed-Wing Aircraft Mechanic KC-130	Airframe and Powerplant
6217		Fixed-Wing Aircraft Mechanic FA-18	Airframe and Powerplant
6218		Fixed-Wing Aircraft Mechanic F-35B	Airframe and Powerplant
6222		Fixed-Wing Aircraft P/P Mechanic F-402	Powerplant
6223		Fixed-Wing Aircraft P/P Mechanic J-52	Powerplant
6227		Fixed-Wing Aircraft P/P Mechanic F-404	Powerplant
6252		Fixed-Wing Aircraft A/F Mechanic AV-8/TAV-8	Airframe
6253		Fixed-Wing Aircraft A/F Mechanic EA-6	Airframe

AC No: 65-30B

Appendix C

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**Subject:** Overview of the Civil Aviation Maintenance Profession  
MILITARY OCCUPATIONAL SPECIALTY (MOS)  
CODES

U.S. MARINE CORPS

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. MARINE CORPS TITLE</b>	<b>EXPERIENCE CREDIT</b>
6256		Fixed-Wing Aircraft A/F Mechanic KC-130	Airframe
6257		Fixed-Wing Aircraft A/F Mechanic FA-18	Airframe
6258		Fixed-Wing Aircraft A/F Mechanic F-35B	Airframe
6276	6232/6242	Fixed-Wing Aircraft Crew Chief KC- 130	Airframe and Powerplant

## U.S. NAVY

CURRENT	PREVIOUS	U.S. NAVY TITLE	EXPERIENCE CREDIT
AD-6410		F-110 Turbofan Jet Engine First Degree Repair/IMA Technician	Powerplant
AD-6415		TF-30 Turbofan Jet Engine First Degree Repair/IMA Mechanic	Powerplant
AD-6416		J-52 Turbojet Engine First Degree/IMA Mechanic	Powerplant
AD-6417		T-400 Turboshaft Jet Engine First Degree Repair/IMA Mechanic	Powerplant
AD-6418		T-56 Turboprop Engine and 54H60 Series Propeller First Degree/IMA Mechanic	Powerplant
AD-6419		T-58 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6420		F-404 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6421		TF-34 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6422		Test Cell Operator/Maintainer	Powerplant
AD-6423		T-56-425/427 Turboprop Engine and Propeller IMA Mechanic	Powerplant
AD-6424		T-64 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6425		F414-GE-400 Turbofan Jet Engine Third Degree/IMA Mechanic	Powerplant
AD-6426		T-700 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6428		Helicopter Rotors/Related Components IMA Mechanic	Powerplant
AM-7232		Advanced Composite Structural Repair IMA Technician	Airframe
8206		C-130 Flight Mechanic	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
8209		C-40A Crew Chief	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
8235		E-6B Flight Engineer	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
8245		C-20/C-37 Crew Chief	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. NAVY TITLE</b>	<b>EXPERIENCE CREDIT</b>
8250		C-9 Crew Chief	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
8251		P-3 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
8252		C-130 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required for appropriate credit.
NOTE: The following MOS are aircraft specific and awarded to individuals advancing from the AD (Powerplant), AM (Structures), AE (Electronics) or AT (Avionics). Only applicants who have held an AM or AD rating should be considered for the Airframe and/or Powerplant rating. The ASI must determine if the applicant held an AM or AD rating. If so, the ASI can determine through the interview process whether the applicant meets the qualifications for the Airframe and/or Powerplant.			
8303		CH/MH-53E Systems Organizational Maintenance Technician	Airframe or Powerplant
8305		C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant
8306		E2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant
8310		C-9B Systems Organizational Maintenance Technician	Airframe or Powerplant
8313		C-40A Systems Organizational Maintenance Technician	Airframe or Powerplant
8314		C-20G Systems Organizational Maintenance Technician	Airframe or Powerplant
8318		C-130 Systems Organizational Maintenance Technician	Airframe or Powerplant
8319		P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8332		EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8335		F-14B/D Systems Organizational Maintenance Technician	Airframe or Powerplant
8341		F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
8342		F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
8343		E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8345		F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. NAVY TITLE</b>	<b>EXPERIENCE CREDIT</b>
8347	8346/S-3A	S-3B Systems Organizational Maintenance Technician	Airframe or Powerplant
	8351	A-4 Systems Organizational Maintenance Technician	Airframe or Powerplant
	8370	SH-2G Systems Organizational Maintenance Technician	Airframe or Powerplant
	8375	H-2 Systems Organizational Maintenance Technician	Airframe or Powerplant
8361		UAV Systems Organizational Maintenance Technician	Airframe or Powerplant
8378		H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant
8379		H-46 Systems Organizational Maintenance Technician	Airframe or Powerplant
8380		UH-1N Systems Organizational Maintenance Technician	Airframe or Powerplant
8392		C-20 Systems Organizational Maintenance Technician	Airframe or Powerplant
8805		C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant
8806		E-2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant
8819		P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8832		EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8835 (AD Only)		F-14B/D Systems Organizational Maintenance Technician	Powerplant
8841		F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
8842		F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
8843		E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8845		F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant
8847		S-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8877		H-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8878		H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant
<b>Old Codes</b>			
AD		Aviation Machinist Mate	Powerplant

<b>CURRENT</b>	<b>PREVIOUS</b>	<b>U.S. NAVY TITLE</b>	<b>EXPERIENCE CREDIT</b>
ADJ		Aviation Machinist Mate	Powerplant
ADR		Aviation Machinist Mate	Powerplant
AM		Aviation Structural Mechanic	Airframe
AME		Aviation Structural Mechanic	Airframe
AMH		Aviation Structural Mechanic	Airframe
AMS		Aviation Structural Mechanic	Airframe