

December 10, 2014

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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The information contained in the referenced AC was generally outdated, incomplete, in some cases incorrect; therefore the undersigned rewrote the document rather than commenting on each issue.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,

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Advisory Circular

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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- ✓ 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/). 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. 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/.

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.

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/

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) 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).
 - 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:

- [AeroSpace and Defense Industries Association of Europe](#) (ASD)
- [Air Charter Association of North America](#) (ACANA)
- [Air Charter Safety Foundation](#) (ACSF)
- [Aircraft Fleet Recycling Association](#) (AFRA)
- [Aircraft Owners and Pilots Association](#) (AOPA)
- [Airship Association](#) (AA)
- [Airships.net](#)
- [American Helicopter Services & Aerial Firefighting Association](#) (AHSFA)
- [American Institute of Aeronautics and Astronautics](#) (AIAA)
- [Association of Air Medical Services](#) (AAMS)
- [Association of Balloon and Airship Constructors](#) (ABAC)
- [Association for Unmanned Vehicle Systems International](#) (AUVSI)
- [Aviation Insurance Association](#) (AIA)
- [Aviation Suppliers Association](#) (ASA)
- [Balloon Federation of America](#) (BFA)
- [European Business Aircraft Association](#) (EBAA)
- [Experimental Aircraft Association](#) (EAA)
- [Flight School Association of North America](#)
- [Helicopter Association International](#) (HAI)
- [HotAirBalloon.org](#)
- [IFly America](#) (IFA)
- [Independent Fixed Based Operators Association](#) (IFBOA)
- [International Air Carrier Association](#) (IACA)
- [International Civil Aviation Organization](#) (ICAO) [Next Generation of Aviation Professionals](#) (NGAP)
- [International Society of Air Safety Investigators](#) (ISASI)
- [International Society of Transport Aircraft Lending](#) (ISTAT)
- [Light Aircraft Manufacturers Association](#) (LAMA)

- [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

| CURRENT | PREVIOUS | U.S. ARMY CODE TITLE | EXPERIENCE CREDIT |
|----------------|-----------------|--|--------------------------|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|--|---|---|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|--|---|---|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|--|---|---|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|--|---|---|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|---|---|--------------------------|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|---|---|--------------------------|
| 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 |

| CURRENT | PREVIOUS | U.S. AIR FORCE CODE TITLE | EXPERIENCE CREDIT |
|----------------|---|---|--------------------------|
| 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

Page 11

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

U.S. MARINE CORPS

| CURRENT | PREVIOUS | U.S. MARINE CORPS TITLE | EXPERIENCE CREDIT |
|----------------|-----------------|--|--------------------------|
| 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. |

| CURRENT | PREVIOUS | U.S. NAVY TITLE | EXPERIENCE CREDIT |
|--|-----------------|--|---|
| 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 |

| CURRENT | PREVIOUS | U.S. NAVY TITLE | EXPERIENCE CREDIT |
|-------------------|-----------------|---|--------------------------|
| 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 |
| Old Codes | | | |
| AD | | Aviation Machinist Mate | Powerplant |

| CURRENT | PREVIOUS | U.S. NAVY TITLE | EXPERIENCE CREDIT |
|----------------|-----------------|------------------------------|--------------------------|
| 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 |