U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Overview of the Aviation Maintenance Profession

Date: 10/30/24 **AC No:** 65-30B
Initiated by: AFS-300 **Change:** 1

1. PURPOSE OF THIS ADVISORY CIRCULAR (AC). This AC was prepared by the Federal Aviation Administration (FAA) Flight Standards Service (FS) to provide information to prospective Airframe and Powerplant (A&P) mechanics and other aviation maintenance professionals interested in a career in aviation maintenance. It contains general information on the requirements to become a certificated or noncertificated aviation maintenance professional. This AC supports regulatory requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 65. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.

2. PRINCIPAL CHANGES. This change clarifies eligibility guidance for military applicants applying for a Mechanic Certificates, incorporates information from 14 CFR part 3 subpart C rule change regarding U.S. agents for service, and updates references throughout the AC.

PAGE CONTROL CHART

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1 **PURPOSE OF THIS ADVISORY CIRCULAR (AC).** This AC was prepared by the Federal Aviation Administration (FAA) Flight Standards Service (FS) to provide information to prospective Airframe and Powerplant (A&P) mechanics and other aviation maintenance professionals interested in a career in aviation maintenance. It contains general information of the requirements to become a certificated or noncertificated aviation maintenance professional. This AC supports regulatory requirements in Title 14 of the Code of Federal Regulations (14 CFR) part 65. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way, and the document is intended only to provide information to the public regarding existing requirements under the law or agency policies.

2 **AUDIENCE.** This AC applies to those interested in A&P mechanic, repairman, or other technician jobs in professional aviation maintenance.

3 **WHERE YOU CAN FIND THIS AC.** You can find this AC on the FAA's website at https://www.faa.gov/regulations_policies/advisory_circulars and the Dynamic Regulatory System (DRS) at https://drs.faa.gov.

4 **WHAT THIS AC CANCELS.** AC 65-30A, Overview of the Aviation Maintenance Profession, dated November 9, 2001, is canceled.

5 **RELATED 14 CFR PARTS.** These U.S. regulations include safety rules that govern work performed on civil aviation products and articles. Persons in the civil aviation maintenance profession need to be familiar with the specific rules that apply to a professional's specific occupation. These and other government requirements are available through the Electronic Code of Federal Regulations (e-CFR) website at https://www.ecfr.gov. Regulations of particular importance to persons interested in the field of civil aviation maintenance include the following:

5.1 **Part 43, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.** Prescribes rules governing the maintenance, preventive maintenance, rebuilding, and alteration for aircraft having a U.S. airworthiness certificate; foreign-registered civil aircraft used in common carriage or carriage of mail under 14 CFR part 121 or 135; airframe, aircraft engines, propellers, appliances, and component parts of such aircraft; life-limited parts that are removed from a type-certificated product, segregated, or controlled as provided in part 43; and any aircraft issued a Special Airworthiness

Certificate in the light-sport category. Part 43 addresses how that work must be performed and who may inspect and approve that work for return to service.

5.2 Part 65, Certification: Airmen Other Than Flight Crewmembers. Prescribes rules governing the certification of airmen other than flight crewmembers, including air traffic control (ATC) tower operators, aircraft dispatchers, mechanics, repairmen, and parachute riggers. This AC discusses the general certification and operating rules for holders of FAA Mechanic Certificates and Repairman Certificates. Part 65 addresses requirements for becoming a mechanic or repairman and the privileges and limitations for each.

5.3 Part 147, Aviation Maintenance Technician Schools. Prescribes rules governing the requirements for issuing Aviation Maintenance Technician School (AMTS) certificates and associated ratings and the general operating rules for the holders of those certificates and ratings.

5.4 Part 187, Fees. Prescribes rules governing fees the FAA may collect for performing certain services.

6 RELATED READING MATERIAL.

6.1 FAA Documents (current editions). FAA orders can be found at https://www.faa.gov/regulations_policies/orders_notices/, FAA ACs can be found at https://www.faa.gov/regulations_policies/advisory_circulars/, and FAA Airman Knowledge Test Guides can be found at https://www.faa.gov/training_testing/testing/.

1. FAA Order 8900.1, Volume 5, Chapter 5, Title 14 CFR Part 65—Airmen Other Than Flight Crewmembers.
2. AC 3-1, U.S. Agents for Service on Individuals with Foreign Addresses Who Hold or Apply for Certain Certificates, Ratings, or Authorizations.
3. AC 65-2, Airframe and Powerplant Mechanics Certification Guide.
4. AC 65-24, Certification of a Repairman (General).
5. AC 65-31, Training, Qualification, and Certification of Nondestructive Inspection Personnel.
6. AC 65-32, Certification of Repairmen (Light-Sport Aircraft).
7. AC 65-33, Development of Training/Qualification and Certification Programs for Composite Maintenance Technicians.
8. FAA-G-8082-19, Inspection Authorization Information Guide.

6.2 FAA Web Pages.

1. A directory of names for FAA-certified part 147 schools is available at https://www.faa.gov/training_testing/schools, using the “Maintenance Schools Information” link.

2. Comprehensive information on obtaining and holding a Mechanic Certificate from the FAA is at https://www.faa.gov/mechanics/become.
3. Comprehensive lists of all airlines, repair stations, manufacturers, and Fixed-Base Operators (FBO) are at https://www.faa.gov. Information you find on this website may provide a number of job contacts in the location and maintenance field in which you wish to work.
4. To find the most up-to-date information on a Flight Standards District Office (FSDO) or International Field Office (IFO) in your area, go to the applicable directory at https://www.faa.gov/about/office_org/.

6.3 Financial Aid and Employment Resources. Refer to the U.S. Department of Education website for information on loans and grants at https://www.ed.gov. Additional possible financial aid and other resources, such as employment information, may be found by searching the internet for:

- Aviation manufacturing,
- Aviation trade associations,
- Aviation maintenance technical schools,
- Aviation repair stations,
- Aviation maintenance jobs, and
- Applicable aviation unions.

7 BACKGROUND.

7.1 Aviation Maintenance Professionals. Aviation maintenance personnel work in a number of highly technical specialty occupations involving the continued operational safety of airframes, engines, and appliances such as avionics and other electronic-based systems. These individuals hold the important responsibility of keeping U.S.-registered aircraft operating safely and efficiently. Duties of these maintenance professionals include maintaining, servicing, repairing, and overhauling aircraft, aircraft engines, and aircraft components and systems. For the purposes of this AC, aviation maintenance professionals are FAA-certificated and noncertificated individuals that are paid for their services. These may include:

- Mechanics,
- Mechanics holding an Inspection Authorization (IA),
- Repairmen,
- Light-sport aircraft (LSA) repairmen with a maintenance rating, and
- Noncertificated persons.

7.2 Aircraft Maintenance. Aviation maintenance is a dynamic career field. It has changed a great deal since Charles E. Taylor, the first aircraft mechanic, helped design, build, and

maintain the engine for the 1903 Wright Flyer, and it will continue to change. This is due to the introduction of new designs and materials in aircraft construction and the interface between complex, space-age systems, such as navigation computers, fly-by-wire and solid-state fuel controls, and improvements in time-proven systems, such as hydraulics, flight controls, and propellers. The skills used in the professional aircraft maintenance field are often equivalent to a professional mechanic, carpenter, plumber, structural engineer, and electrician, and include other highly specialized skills all in one occupation.

7.2.1 The basic requirement of nearly all aviation maintenance professionals is to be highly skilled in mechanics. In aviation, this is a highly varied activity due to the diversity of systems and types of aircraft involved. Aircraft maintenance professionals may have to work on a propulsion system that may be turbine, piston, hybrid-electric, or electric-powered on any given day. Aircraft systems require rigging, repair, and/or inspection and can be hydraulic, pneumatic, electric, or manual. Specialized equipment, such as borescopes, nondestructive inspection (NDI), liquid dye penetrant, x ray, and ultrasound may have to be used to perform required inspections. Items on aircraft that require mechanical skills and are normally not on ground equipment are aircraft and engine fire protection equipment, ice and rain control systems, and position warning systems.

7.2.2 For some aviation maintenance professionals, carpentry skills are required to properly select, handcraft, fit, and finish wood that safely distributes internal and external flight loads. Expert plumbing skills are required with repairing, installing, fabricating, and replacing aircraft fuel, hydraulic, water, and septic systems. An advanced understanding of structural engineering and physics is required to interpret aircraft drawings, select materials and processes in a structural repair, and perform critical Weight and Balance (W&B) measurements.

7.2.3 Professional electrical skills are required when working with alternating current and direct current (AC/DC). It is critical to use the correct math operations, identify and select proper components, and use the right materials when repairing, installing, and replacing aircraft electrical items. In aviation, great attention to detail in electrical work is required to prevent dangerous short circuits due to a corrosive environment caused by dissimilar metals used in aircraft construction and for the demands of the flight environment where items must not fail regardless of the weather.

7.2.4 Another highly specialized area is heating and air conditioning systems used in aircraft cabin atmosphere control systems. Aviation maintenance professionals may have to apply their skills in soldering, brazing, gas-welding, arc-welding steel, or welding aluminum, stainless steel, magnesium, or titanium. Some aviation maintenance professionals need to be expert fabricators in tubular construction, composites, fabric coverings, and sheet metal.

7.2.5 Aviation maintenance professionals may have to apply their skills in highly technical systems providing cabin and passenger conveniences, connectivity, and other nontraditional aviation-specific functions.

8 OUTLOOK FOR THE FUTURE. The FAA regulates aircraft maintenance and those aircraft maintenance professionals who perform the maintenance. To ensure safety, the dedicated aircraft maintenance professional must be held to a base standard outside of a business entity through regulations, as set forth through the FAA's statutory authority in Title 49 of the United States Code (49 U.S.C.) §§ 44701–44703. An FAA-issued Mechanic Certificate or Repairman Certificate is essential to ensuring the continuation of the safest aviation system in the world.

8.1 Demand. There are both traditional areas and up-and-coming enterprises that will continue to demand aviation professionals and upcoming enterprises that may create jobs for aviation professionals. Cutting across all aviation maintenance areas, rapidly expanding technologies like remote communications, hybrid-electric and other advanced propulsion, and cyber and system software that rapidly develop may create opportunities for technically skilled professionals who can understand the current instructions of the manufacturer and the maintenance manuals for the specific operation concerned. Demand for aviation maintenance professionals may continue in traditional large operations, such as air carriers and repair stations, and commercial and small FBOs due to new technologies. Areas that have seen rapid development include:

1. Revitalization of General Aviation based on changes in certification for small 14 CFR part 23 airplanes that will enable faster and cheaper integration of new technologies.
2. Creation of LSAs that can be used for flight training, helping more people qualify for flight training.
3. The Automatic Dependent Surveillance-Broadcast (ADS-B) mandate, which allows for an increase in commercial flights for a given route and eases the demands in pilot navigation training, resulting in more flights, which require more maintenance.
4. Developments in Unmanned Aircraft Systems (UAS) and commercial space operations will create new opportunities for aviation professionals by providing a localized product.

9 GENERAL INFORMATION. Part 65 subpart A contains the general requirements and expectations to obtain or retain a certificate issued by the FAA for airmen other than flight crewmembers. This subpart contains information on:

1. The types of certificates issued (part 65, § 65.1).
2. The certification of foreign persons outside the United States (§ 65.3).
3. The application, issue, and duration of a certificate (§§ 65.11, 65.13, and 65.15).
4. Offenses substantiating denial, suspension, or revocation of a certificate and/or rating (§§ 65.12, 65.18, and 65.20).
5. Replacement of a certificate and changes in information (§§ 65.16 and 65.21).
6. Testing procedures, including retests (§§ 65.17, 65.18, 65.19, and 65.23).

10 THE FAA MECHANIC CERTIFICATE. Part 65 subpart D sets forth the rules for obtaining and using a Mechanic Certificate.

10.1 Ratings. Under § 65.73, the FAA may issue two ratings on a Mechanic Certificate: Airframe and Powerplant. Although most certificated mechanics hold both ratings and are referred to in the industry as "A&Ps," mechanics may be certificated only with an Airframe (A) rating or only a Powerplant (P) rating.

10.2 Eligibility. Section 65.71 provides the eligibility requirements for a Mechanic Certificate. Specifically, to be eligible for a Mechanic Certificate and the associated ratings, an applicant must:

1. Be at least 18 years of age;
2. Be able to read, write, speak, and understand the English language or, in the case of an applicant who does not meet this requirement and who is employed outside the United States by a certificated U.S. air carrier, have the applicant's certificate endorsed "Valid only outside the United States";
3. Have passed all of the prescribed tests within a period of 24 months; and
4. Comply with the sections of part 65 subpart D that apply to the rating the applicant seeks.

Note: Applicants with a foreign address for official record purposes must comply with the U.S. agent for service requirements in 14 CFR part 3 subpart C, which require any individual who has a foreign address and no U.S. physical address of record on file with the FAA to designate a U.S. agent for service if they apply for a certificate, rating, or authorization issued under 14 CFR part 47, 61, 63, 65, 67, or 107 or hold a certificate, rating, or authorization issued under any of these parts. Refer to AC 3-1, U.S. Agents for Service on Individuals with Foreign Addresses Who Hold or Apply for Certain Certificates, Ratings, or Authorizations, for information on designating a U.S. agent for service.

10.3 Knowledge, Experience, and Skill Requirements. Applicants for a Mechanic Certificate must meet the experience requirements in § 65.77 and, within a period of 24 months, pass the knowledge, oral, and practical tests pursuant to §§ 65.75 and 65.79. The Airman Knowledge Test Report (AKTR) expires 24 calendar months after the month the applicant completes the written test pursuant to § 65.71(a)(3) and (b). If the AKTR expires and the applicant is not covered by a Special Federal Aviation Regulation (SFAR) before completion of the practical test, the applicant must retake, pass, and present the AKTR to start or continue the practical test.

11 TESTING PROCESS. Each applicant for a Mechanic Certificate or rating must meet the applicable experience requirements of § 65.77 before they are authorized to take the written test. Except under § 65.75(c), an applicant for a Mechanic Certificate or rating may take the Aviation Mechanic General (AMG) exam prior to meeting the applicable experience requirements of § 65.77 provided the applicant presents an authenticated document from a certificated AMTS that demonstrates satisfactory completion of the general portion of the school's curriculum and specifies the completion date. Unless testing under § 65.80, all written tests for the rating sought must be passed before the applicant is eligible to take the oral and practical tests (refer to § 65.75(b)).

11.1 Authorization Process. Pursuant to § 65.77, an applicant may meet the experience requirements in two ways: (1) graduation from an AMTS, or (2) practical experience.

11.2 Graduation From an AMTS. An applicant for a Mechanic Certificate or rating under § 65.77(a) may present an authenticated document from an FAA-certificated AMTS to knowledge testing center (KTC) personnel for the written test and to a Designated Mechanic Examiner (DME) for the oral and practical skills tests. Holders of an authenticated document from an FAA-certificated AMTS do not need to go to a FSDO to receive authorization to test. Authenticated documents from an FAA-certificated AMTS must comply with part 147, § 147.21 (i.e., the document must be an authenticated document that indicates the student's date of graduation and the curriculum completed).

11.3 Practical Experience. An applicant for a Mechanic Certificate or rating under § 65.77(b) must present documentary evidence, satisfactory to the Administrator, of:

1. At least 18 months of appropriate practical experience associated with the procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes or powerplants, appropriate to the rating sought; or
2. At least 30 months of practical experience concurrently performing the duties appropriate to both the A&P ratings.

Note: The FAA considers a month of practical experience for applying for a Mechanic Certificate as being an average of 160 hours per month based on a 40-hour workweek.

11.4 Acceptable Manner to Present Documentary Evidence of Practical Experience. Under § 65.11(a), an application for a certificate and appropriate class rating or for an additional rating must be made on a form and in a manner prescribed by the Administrator. Specifically, the FAA maintains certain forms those persons seeking certificates, ratings, and authorizations under part 65 subpart D must complete (i.e., FAA Form 8610-1, Mechanic's Application for Inspection Authorization (14 CFR Part 65), and FAA Form 8610-2, Airman Certificate and/or Rating Application – Mechanic and Parachute Rigger (14 CFR Part 65)). This AC provides information to the public on acceptable practical experience and the manner in which it must be presented to the FAA. The practical experience the FAA accepts includes civilian aircraft maintenance experience, U.S. military aircraft maintenance experience, and foreign civilian aircraft maintenance experience, as subsequently described.

11.5 Acceptable Manner to Present Documentary Evidence of Civilian Practical Experience. Applicants must present evidence that meets § 65.77 requirements to an Airworthiness aviation safety inspector (ASI) who holds a Mechanic Certificate with A&P ratings at a FSDO or IFO. The evidence presented must be satisfactory to the Administrator that the applicant meets the applicable months of practical experience for the rating sought. An applicant may present this evidence as a list of their experience obtained in procedures, practices, materials, tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes or powerplants,

appropriate to the rating(s) sought. When listing the experience stated above there is no requirement to meet any subject or task listed in the Airman Certification Standards (ACS) for the rating(s) sought. However, even though meeting any number, percentage, or particular subject in the ACS is not required, it would be helpful for the applicant to list a broad range of experience that directly or indirectly aligns with a range of subjects contained in the ACS that align with the rating(s) sought. Documentation establishing practical experience requirements is verified on a case-by-case basis and may include, but is not limited to:

11.5.1 Pay receipts for tasks accomplished or a record of work signed by an FAA-certificated mechanic that the applicant has at least the required number of months and task experience. In this context, proof of practical experience is not limited to work performed with the oversight of a single FAA-certificated mechanic. Rather, documentation may be comprised of work performed from a series of FAA-certificated mechanics.

11.5.2 A statement from a certificated repairman (§ 65.101), or a series of certificated repairmen, verifying work completed at a certificated air carrier or repair station. Documentation should be in a format such as a personal maintenance log or a notarized letter(s) that shows (1) the number of hours accumulating to months spent performing the work, and (2) the type of work performed. The log entries or letters must be verifiable and must include the supervisor's signature, certificate number, and the job for which the repairman was employed.

11.5.3 Maintenance records for work performed as a light-sport repairman with a maintenance rating includes work performed on special light-sport category aircraft (SLSA) and Experimental Light-Sport Aircraft (ELSA) after receipt of an Airworthiness Certificate. Documentation should be in a format such as a personal maintenance log and showing (1) the date, (2) the number of hours accumulating to months spent performing the work, (3) the type of work performed, and (4) the registration number of the aircraft the work was performed on. The maintenance record must be verifiable, by either statements and/or initials from the individual's employer or supervisor or the owner of the aircraft following each entry.

11.6 Acceptable Manner to Document U.S. Aviation Military Experience. Certain military occupations may receive credit for practical experience towards the A and/or P rating for a Mechanic Certificate. A list of military occupations with their respective codes for Army, Navy, Air Force, Coast Guard, and Marines that may qualify for experience towards a Mechanic Certificate may be found in Appendix A, Military Occupational Specialty Codes. Time spent in training for the military occupation is not credited toward the 18- or 30-month practical experience requirement. To apply for authorization to test for the FAA Mechanic Certificate based on military aviation maintenance experience, you may present applicable evidence for current or past experience in one of the forms listed below.

11.6.1 Military personnel and veterans who have completed the Joint Services Aviation Maintenance Technician Certification Council (JSAMTCC) certificate training and received a Certificate of Eligibility (COE) are considered to have met § 65.77 for the

rating sought listed on the COE by specifying the military training and experience acquired in a level of detail satisfactory to the Administrator and are authorized to test.

11.6.2 Non-JSAMTCC COE recipients that have an acceptable military occupational specialty (MOS) must meet with an FAA Airworthiness inspector to verify the applicant's qualifications. Pending a successful verification of the evidence that satisfies part 65 subpart D, the inspector authorization to test will be granted. To find the nearest responsible Flight Standards office to set up an appointment for verification of the practical experience, go to https://www.faa.gov/about/office_org/field_offices/fsdo. Verification of the evidence satisfactory to the Administrator is required to show that the applicant performed the duties of the accepted military aviation maintenance occupation that meets the § 65.77 experience requirements for the required months for the rating sought. Military applicants may present evidence in the following manner:

11.6.2.1 Present a letter from an executive officer, maintenance officer, classification officer, supervisor, or a holder of an FAA Mechanic Certificate with both Airframe and Powerplant ratings that certifies the service member's:

1. Length of military service,
2. Amount of time worked in each military aviation maintenance occupation,
3. Make and model (M/M) of the aircraft and/or engine on which the practical experience was acquired, and
4. Where the experience was obtained.

11.6.2.2 Veterans may present DD Form 214, Certificate of Release or Discharge From Active Duty, with the applicable military aviation maintenance occupation for the rating(s) sought and service length time in that occupation listed.

Note: In some cases, it may be necessary for military veterans to present a letter outlining their aircraft maintenance experience from a former executive officer, maintenance officer, classification officer, former supervisor, or holder of an FAA Mechanic Certificate with both Airframe and Powerplant ratings. The purpose of this letter is to clearly identify their aircraft maintenance experience, which may be helpful during the authorization process.

11.7 Acceptable Manner to Document Foreign Aviation Experience. Foreign applicants must meet the requisite part 65 requirements to obtain a certificate, as well as § 65.3. Foreign applicants who cannot or do not wish to come to a FSDO in the United States to present evidence to an Airworthiness ASI may make arrangements with an IFO to present evidence and be interviewed by a visiting Airworthiness ASI conducting surveillance operations. There is no guarantee this can happen, and it will be subject to part 187. If applying at a FSDO, the foreign applicants must meet the same requirements as a U.S. citizen or foreign resident. All FAA IFOs are in the United States. To find an IFO that services a foreign location, go to https://www.faa.gov/about/office_org/field_offices/ifo and review the Service Area (SA) information for each IFO.

11.8 Required Form. Pursuant to § 65.11(a), applicants must complete two copies of FAA Form 8610-2. The form may be found at https://www.faa.gov/forms/index.cfm/go/document.information/documentID/185870.

11.8.1 If applying on the basis of graduation from a certificated AMTS: Applicants should present (1) an authenticated document in accordance with § 147.21 and (2) two completed copies of FAA Form 8610-2 without an ASI signature to the KTC. Once the applicant receives (3) a copy of satisfactory results on the knowledge test, the applicant will then take all listed documentation to the DME for further testing and processing.

11.8.2 If applying on the basis of practical experience with a JSAMTCC COE: Applicants should present (1) the applicable COE and (2) two completed copies of FAA Form 8610-2 without an ASI signature to the KTC. Once the applicant receives (3) a copy of satisfactory results on the knowledge test, the applicant will then take all listed documentation to the DME for further testing and processing.

11.8.3 If applying on the basis of (1) practical experience or (2) a non-JSAMTCC COE: Applicants should present (1) two completed copies of FAA Form 8610-2 with an ASI signature to the KTC. Once the applicant receives (2) a copy of satisfactory results on the knowledge test, the applicant will then take all listed documentation to the DME for further processing.

12 THE FAA MECHANIC TESTS. The FAA mechanic tests are issued by the FAA. Each rating for a certificate requires the passage of three tests: written, oral, and practical. The FAA-approved KTCs administer the FAA written knowledge tests. DMEs administer the FAA oral and practical skills tests. Various fees apply; contact the testing provider for cost information. Prior to taking the first knowledge test, an applicant must sign up with the Integrated Airman Certification and Rating Application (IACRA) at https://iacra.faa.gov/IACRA/Default.aspx. The applicant must then schedule the knowledge test by creating a login through PSI Exams, where the applicant can find the list of DMEs to contact regarding fees and scheduling a test, at https://faa.psiexams.com/faa/login.

12.1 Written Tests. The FAA administers three written tests:

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

Note: All Mechanic Certificate applicants, regardless of the rating sought, must successfully complete the AMG exam (refer to § 65.75). However, this test need only be taken and passed once; in other words, if an applicant meets all eligibility requirements for an Airframe rating, including passage of the AMG and AMA exams, and seeks a Powerplant rating, the applicant need only take the AMP exam, as the applicant has already passed the AMG exam.

12.1.1 Oral and Practical Skills Test. The FAA oral and practical tests are a unique and random selection of technical and regulatory subject areas for each applicant tested. The tests combine oral questions with demonstration of practical technical skills. Pursuant to § 65.79, each applicant for a Mechanic Certificate or rating must demonstrate satisfactory understanding of the knowledge, risk management, and skill element for each subject contained in the Mechanic ACS. The Mechanic ACS may be found at https://www.faa.gov/training_testing/testing/acs. An applicant may obtain sample test questions and additional information on testing requirements, methods, and protocol at https://www.faa.gov/training_testing/testing.

12.2 Further Information. Contact the appropriate FAA representative, either a DME or ASI, for additional guidance pertaining to FAA forms.

13 BEING AN FAA MECHANIC. When the applicant satisfactorily completes all tests within a 24-month period and meets the required eligibility standards of § 65.71, the mechanic will be issued FAA Form 8060-4, Temporary Airman Certificate, which is valid for 120 days or until the Airmen Certification Branch in Oklahoma City, OK issues a permanent certificate (whichever happens first).

13.1 Privileges and Limitations. The privileges, limitations, and obligations that apply once the certificate is obtained include:

- General privileges and limitations (§ 65.81).
- Airframe rating; additional privileges (§ 65.85).
- Powerplant rating; additional privileges (§ 65.87).
- Recent experience needed to exercise the privileges of the certificate and ratings (§ 65.83).

14 INSPECTION AUTHORIZATION (IA). An IA permits the holder to inspect and approve for return to service any aircraft or related part or appliance after a major repair or major alteration in accordance with part 43 if the work was done in accordance with technical data approved by the Administrator. Additionally, the holder of an IA may perform an annual inspection and perform and supervise a progressive inspection pursuant to part 43. In summary, the IA permits the A&P mechanic to perform a greater variety of maintenance and alterations than any other single maintenance authorization.

Note: Per § 65.95, an IA holder may inspect and approve for return to service any aircraft or related part or appliance after a major repair or alteration, except for aircraft maintained under a Continuous Airworthiness Maintenance Program (CAMP).

14.1 Initial IA Requirements. The first step in taking the Inspection Authorization Knowledge Test (IAR) is to contact the responsible FSDO or IFO to make an appointment with an Airworthiness ASI to determine eligibility before registering for the knowledge test. During the appointment, the ASI will verify if the mechanic meets the requirements in § 65.91. If the mechanic meets the first four of the IA requirements

(i.e., § 65.91(c)(1)–(4)), the mechanic will receive a test endorsement in block 14 on FAA Form 8610-1, which is valid for 30 days. Once all five of the IA requirements listed below are met, the mechanic is entitled to an IA, per § 65.91.

1. Hold a currently effective Mechanic Certificate with both an Airframe rating and a Powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;
2. Have been actively engaged, for at least the 2-year period before the date the applicant applies, in maintaining aircraft certificated and maintained in accordance with 14 CFR Chapter I;
3. Have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week, but it need not be the place where the applicant will exercise the applicant's inspection authority;
4. Have available to the applicant the equipment, facilities, and inspection data necessary to properly inspect airframes, powerplants, propellers, or any related part or appliance; and
5. Pass a written test on the applicant's ability to inspect according to safety standards for returning aircraft to service after major repairs and major alterations and annual and progressive inspections performed under part 43.

14.2 The IA Test. Prior to taking the IAR, the mechanic must be signed up with IACRA at https://iacra.faa.gov/IACRA/Default.aspx. The IAR is comprehensive and tests the applicant's knowledge in many subject areas.

1. The knowledge test requirements consist of 50 multiple-choice questions.
2. Each question has only one correct answer and is independent of the rest of the questions.
3. Occasionally, applicants may actually see 51 to 53 questions. The one to three additional questions are sample questions that the FAA utilizes to assess possible future questions and will not count against the applicant if answered incorrectly. Extra time is allotted for completion of such additional questions.

14.3 Retest Requirement. An applicant who fails the IAR prescribed in § 65.91(c)(5) may not apply for retesting until at least 90 days after the date the applicant failed the test.

14.4 Required Form. The application for an IA must be made on FAA Form 8610-1. The form can be found at https://www.faa.gov/forms/index.cfm/go/document.information/documentID/1035448.

14.5 Further Information. For further information on the IAR, obtaining an IA, and the requirements of an IA, refer to FAA-G-8082-19 at https://www.faa.gov/training_testing/testing/ia_info_guide.pdf.

15 REPAIRMAN CERTIFICATE. A repairman is a maintenance technician certificated by the FAA for specific tasks. Differing from other certificated maintenance technicians, the repairman can only exercise the privileges of the Repairman Certificate in the employment of a certificated repair station, a certificated commercial operator, or a certificated air carrier. This oversight requires a commercial operator or Air Carrier Operating Certificate or approved operations specifications (OpSpecs) to provide a CAMP according to its maintenance manuals.

15.1 Eligibility. The eligibility requirements for a Repairman Certificate are set forth in § 65.101(a). Specifically, an applicant must:

1. Be at least 18 years of age;
2. Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which the applicant is employed;
3. Be employed for a specific job requiring those special qualifications by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved OpSpecs to provide a CAMP according to its maintenance manuals;
4. Be recommended for certification by the applicant's employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the applicant is employed;
5. Have either:
    a. At least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
    b. Completed formal training that is acceptable to the Administrator and is specifically designed to qualify the applicant for the job on which the applicant is to be employed; and
6. Be able to read, write, speak, and understand the English language, or, in the case of an applicant who does not meet this requirement and who is employed outside the United States by a certificated repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier, as described in item 3, have this certificate endorsed "Valid only outside the United States."

Note: Under 14 CFR part 145, § 145.153, supervisors for repair stations located outside the United States are not required to hold a Repairman Certificate but must have either (1) a minimum of 18 months of practical experience in the work being performed or (2) be trained in or thoroughly familiar with the methods, techniques, practices, aids, equipment, and tools used to perform the maintenance, preventive maintenance, or alterations. Additionally, a certificated repair station must ensure its supervisors understand, read, and write English, regardless of the physical location of the part 145 certificated repair station.

15.2 Required Form. The application for a Repairman Certificate is accompanied by a recommendation from the employer of the repairman applicant, to the satisfaction of the Administrator. The form used for applying for a Repairman Certificate is FAA Form 8610-3, Airman Certificate and/or Rating Application – Repairman (14 CFR Part 65), and can be found at https://www.faa.gov/forms/.

15.3 Further Information. For further information on becoming a repairman, refer to AC 65-24 at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/99865.

16 REPAIRMAN CERTIFICATE FOR LSA. The holder of a Repairman Certificate (LSA) with a maintenance rating may work as a professional and approve and return to service an aircraft that has been issued a Special Airworthiness Certificate in the light-sport category under 14 CFR part 21, § 21.190 or any part thereof in the class in which the repairman is rated. The experience gained as an appropriately rated LSA repairman may be used towards eligibility requirements for an FAA Mechanic Certificate.

16.1 The Aircraft. LSA means an aircraft, other than a helicopter or powered-lift, that since its original certification has continued to meet the following, per 14 CFR part 1, § 1.1:

1. A maximum takeoff weight of not more than 1,320 pounds (600 kilograms) for aircraft not intended for operation on water or 1,430 pounds (650 kilograms) for an aircraft intended for operation on water.
2. A maximum airspeed in level flight with maximum continuous power (V_H) of not more than 120 knots Calibrated Airspeed (CAS) under standard atmospheric conditions at sea level.
3. A maximum never-exceed speed (V_{NE}) of not more than 120 knots CAS for a glider.
4. A maximum stalling speed or minimum steady flight speed without lift-enhancing devices (V_{S1}) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
5. A maximum seating capacity of no more than two persons, including the pilot.
6. A single, reciprocating engine, if powered.
7. A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
8. A fixed or feathering propeller system if a powered glider.
9. A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
10. A nonpressurized cabin, if equipped with a cabin.
11. Fixed landing gear, except for an aircraft intended for operation on water or a glider.
12. Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.
13. Fixed or retractable landing gear for a glider.

16.2 Eligibility. To be eligible for a Repairman Certificate (LSA) with a maintenance rating, per § 65.107(a), an applicant must:

1. Be at least 18 years of age;
2. Be able to read, write, speak, and understand the English language;
3. Demonstrate the requisite skill to determine whether an LSA is in a condition for safe operation;
4. Be a citizen of the United States or a citizen of a foreign country who has been lawfully admitted for permanent residence in the United States; and
5. Complete a training course acceptable to the FAA on maintaining the particular class of LSA for which you intend to exercise the privileges of this rating.

Note: Applicants with a foreign address for official record purposes must comply with the U.S. agent for service requirements in part 3 subpart C, which require any individual who has a foreign address and no U.S. physical address of record on file with the FAA to designate a U.S. agent for service if they apply for a certificate, rating, or authorization issued under 14 CFR part 47, 61, 63, 65, 67, or 107 or hold a certificate, rating, or authorization issued under any of these parts. Refer to AC 3-1 for information on designating a U.S. agent for service.

16.3 LSA Classes. All repairmen for certification for a maintenance rating in light-sport are required to attend mandatory training for classes of LSAs, pursuant to § 65.107. The training courses are broken up into eight modules. The class of LSA the repairman is going to be trained on will dictate what modules the future LSA repairman will have to take. For more information on the LSA Maintenance Rating Maintenance Rating Modules, refer to AC 65-32 at https://www.faa.gov/regulations_policies/advisory_circulars/. Currently, the five classes of LSA that a repairman may receive training to acquire a maintenance rating on are:

1. Airplane,
2. Glider,
3. Lighter-than-air,
4. Powered parachute, and
5. Weight-shift-control aircraft.

16.4 Required Form. The application for a Repairman Certificate (LSA) with a maintenance rating is FAA Form 8610-3 and can be found at https://www.faa.gov/forms.

16.5 Further Information. For further information on obtaining a Repairman Certificate (LSA) with a maintenance rating, refer to AC 65-32 at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1020758.

17 NONCERTIFICATED PROFESSIONS. There are two major types of noncertificated aviation maintenance professions: the noncertificated mechanic and the technician not holding FAA certification.

17.1 Noncertificated Mechanic. Sometimes called a "mechanic's helper" and works only under the supervision of an FAA-certificated mechanic to gain experience. Since the FAA does not certificate these mechanics, there are no Federal certification requirements to meet. Individuals can work under the supervision of an A&P mechanic to gain the practical experience required towards receiving authorization to test for an FAA Mechanic Certificate. A noncertificated mechanic cannot sign off a maintenance record approving the aircraft or component for return to service.

17.2 Technician Not Holding FAA Certification. Technicians who do not hold an FAA certificate or that have specialized skills for which an FAA certificate does not exist may perform maintenance for an operator but cannot return the item to service for the maintenance performed. Noncertificated technicians commonly perform maintenance requiring specialized skill in avionics, composite maintenance, and NDI. However, specialized skills are not limited to these areas and may include any maintenance activity.

17.2.1 Avionics Occupations. Avionics technicians work on electronic equipment and aircraft systems that require specialized technical skills. Technicians may or may not hold an FAA Mechanic Certificate or Repairman Certificate.

17.2.1.1 An individual who holds an FAA Mechanic Certificate or Repairman Certificate with an Airframe rating is authorized under the rating to maintain avionics equipment; however, this privilege is allowed only if that individual is properly trained, qualified, and has the proper tools and equipment to perform the work.

17.2.1.2 There are also noncertificated individuals working for air carrier avionics departments or FAA-certificated avionics repair stations. These individuals have gained experience in avionics repairs from serving in the military and working for avionics manufacturers, non-FAA-recognized certification entities, and other related industries.

17.2.2 Composite Maintenance. The maintenance and repair of composites is complex and requires knowledge and skills to assure the continued airworthiness of these products. Practical experience is also vital for proper processing and repair of composite structures. For more information on the type of training for qualification and certification of composite technicians, refer to AC 65-33 at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1031508.

17.2.3 Nondestructive Inspection (NDI). NDI is a method of inspection of aircraft, engines, propellers, accessories, and other aviation components that entails more than a visual inspection using specialized equipment. Common types of NDI methods include radiographic, magnetic particle, ultrasonic, liquid penetrant, eddy current, and thermography/infrared. Due to the hazards, liabilities, and complexity involved in using

such things as x ray equipment, ultrasonic equipment, and corrosive chemicals, training for these activities is usually specialized. The FAA has developed training guidance in AC 65-31 for repairman training, qualification, and certification of NDI personnel. For further information pertaining to this training, refer to AC 65-31 at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1023552.

18 EMPLOYMENT FOR AVIATION MECHANICS. Industries with the highest levels of employment for aviation mechanics are:

- Support activities for air transportation (repair stations),
- Scheduled air transportation (air carriers),
- Aerospace product and parts manufacturing, and
- Nonscheduled air transportation (corporate and charter airlines).

18.1 Employment for Avionics Technicians. Industries with the highest levels of employment for avionics technicians are:

- Aerospace product and parts manufacturing,
- Support activities for air transportation (repair stations),
- Scheduled air transportation (air carrier),
- Federal executive branch (FAA, National Transportation Safety Board (NTSB), Federal Emergency Management Agency (FEMA), etc.), and
- Electronic and precision equipment repair and maintenance.

Note: For current and further statistical information relating to these occupations, refer to the U.S. Bureau of Labor Statistics' (BLS) Aircraft and Avionics Equipment Mechanics and Technicians web page at https://www.bls.gov/ooh/installation-maintenance-and-repair/aircraft-and-avionics-equipment-mechanics-and-technicians.htm.

19 WORKING CONDITIONS. The majority of mechanics and avionics technicians work in hangars, on flight lines, or in repair stations on or near large airports. They use hand and power tools to conduct maintenance. They also may use traditional hand instruments as well as computer test equipment to conduct troubleshooting. The noise level, both indoors and on the flight line, can be very high. Mechanics and technicians performing flight line maintenance often work in all kinds of weather and temperatures.

19.1 Physical Activity. Aircraft mechanics and technicians will perform moderate to heavy physical activity, from climbing ladders to crawling under wings. Physical demands can be arduous, and frequent lifts or pulls of up to 50 pounds are routine.

19.2 Stress. When working for a scheduled airline, the pressure to meet a gate time or deadline for a corporate aircraft can be high. However, a mechanic or technician must never sacrifice the high standards of workmanship and public trust to meet a schedule.

20 BENEFITS. The aviation maintenance industry is broken down into two areas: Air Carriers and General Aviation.

20.1 Air Carriers.

20.1.1 Air carrier maintenance may be performed subject to any day and time. New mechanics and technicians may be required to work nights and weekends. For current information relating to salary ranges by occupations, location, and industry, refer to the BLS Occupational Employment and Wages web page at https://www.bls.gov/oes/current/oes493011.htm.

20.1.2 Some benefits that air carriers have traditionally offered include paid holidays, vacations, insurance plans, retirement programs, sick leave, and free or reduced-cost air travel within the airline's route structure. These benefits vary dependent on the air carrier. There may also be opportunities to bid for maintenance positions at other locations the airline serves. With a larger workforce, the opportunities for advancement may be greater with an air carrier than with other segments of the aviation maintenance industry.

20.2 General Aviation.

20.2.1 General Aviation is composed of many different types of organizations. These organizations are involved in various aviation activities from corporate transportation to agricultural application. Many aviation mechanics and technicians work for small FBOs or part 145 repair stations that service and maintain a private/corporate aircraft fleet. For current information relating to salary ranges by occupations, location, and industry, refer to the BLS Occupational Employment and Wages web page at https://www.bls.gov/oes/current/oes493011.htm.

20.2.2 Traditionally, General Aviation operates during business hours on weekdays. However, working nights, overtime, or weekends is not uncommon in this industry.

20.2.3 General Aviation benefit packages may vary greatly depending on the organization that one works for. Many General Aviation corporation operations rival the compensation packages of large air carriers while other General Aviation maintenance operations offer less competitive benefits.

20.2.4 Some individuals are drawn to General Aviation despite less competitive benefits because most of the Genera Aviation jobs are found at the local airport or in smaller cities where the cost of living may be less than working at the large hub airports.

20.3 Conclusion. FAA-issued Mechanic Certificate or Repairman Certificate requirements are regulated by the FAA to ensure the continuation of the safest aviation system in the world. These certificates offer highly technical job opportunities that do not require a

college degree for those individuals that prefer to diagnose and fix aircraft in the technical field of aviation maintenance.

21 AC FEEDBACK FORM. For your convenience, the AC Feedback Form is the last page of this AC. Note any deficiencies found, clarifications needed, or suggested improvements regarding the contents of this AC on the Feedback Form.

APPENDIX A. MILITARY OCCUPATIONAL SPECIALTY CODES

A.1 Following are the updated, new, and older occupational specialty codes for U.S. military enlisted personnel in the:

- U.S. Air Force – Table A-1.
- Army – Table A-2.
- Navy – Table A-3.
- Marine Corps – Table A-4.
- Coast Guard – Table A-5.

Note: The codes in this appendix are current as of 10/30/24.

A.2 Aviation maintenance experience does not expire; therefore, the codes in the "Previous Codes" column are still valid for persons wishing to credit their military aviation maintenance experience toward meeting the requirements of an FAA Mechanic Certificate. Additionally, when codes appear in both the "current" and "previous" columns, the codes are no longer active, but remain listed and creditable.

A.3 Aviation safety inspectors (ASI) are not to accept specialty codes "carte blanche" as qualifications for experience per Title 14 of the Code of Federal Regulations (14 CFR) part 65, § 65.77. The ASI will only endorse FAA Form 8610-2 after ensuring, by a thorough review of the documentary evidence of experience, and if necessary, a discussion with the applicant, that the applicant spent the requisite time obtaining practical aviation maintenance experience in the duties appropriate to the rating sought.

A.4 Time spent in training, or in a specialty code for supervision and/or inspection, does not count toward the 18 or 30 months of practical experience required in § 65.77.

Table A-1. U.S. Air Force Specialty Codes (AFSC)

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Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.
Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
2A051		Avionics Test Station and Components	Airframe
2A071		Avionics Test Station and Components	Airframe
2A090		Avionics Superintendent	Airframe

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Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
2A251	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	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
2A253	2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare 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
2A272	2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Craftsman	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, see Note 1
2A353	43151, 45254	Tactical Aircraft Maintenance Journeyman	Airframe and Powerplant
2A354	2A351, 32656, 32657, 32658, 45251, 45253	Fighter Aircraft Integrated Avionics Journeyman	Airframe
2A355	2A352, 32656, 32657, 32658, 45252	Advanced Fighter Aircraft Integrated Avionics Journeyman	Airframe
	2A353, 43151, 45254	Tactical Aircraft Maintenance (5th Generation) Journeyman	Airframe and Powerplant
2A358	2A353, 43151, 45254	Remotely Piloted Aircraft Maintenance Journeyman	Airframe and Powerplant

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Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.
Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
2A373	43171, 45274	Tactical Aircraft Maintenance Craftsman	Airframe and Powerplant
2A374	2A371, 32676, 32677, 32678, 45271, 45273	Fighter Aircraft Integrated Avionics Craftsman	Airframe
2A375	2A372, 32676, 32677, 32678, 45272	Advanced Fighter Aircraft Integrated Avionics Craftsman	Airframe
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, see Note 1
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant, see Note 1
2A551	43151, 43152, 43153, 45353, 45750, 45752	Airlift/Special Mission Aircraft Maintenance Journeyman	Airframe and Powerplant
2A552	43150, 45751	Helicopter/Tiltrotor Aircraft Maintenance Journeyman	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
2A554	2A551, 43151, 43152, 43153, 45353, 45750, 45752	Refuel/Bomber Aircraft Maintenance Journeyman	Airframe and Powerplant
2A571	43171, 43172, 43173, 45373, 45770, 45772	Airlift/Special Mission Aircraft Maintenance Craftsman	Airframe and Powerplant
2A572	43170, 45771	Helicopter/Tiltrotor Aircraft Maintenance Craftsman	Airframe and Powerplant

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Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.
Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
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
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, see Note 1
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	Airframe and/or Powerplant, see Note 1
2A651	42652, 42653, 43152, 45450	Aerospace Propulsion Journeyman	Powerplant
2A654	42353, 45453	Aircraft Fuel Systems Journeyman	Airframe
2A655	42354, 45454	Aircraft Hydraulic Systems Journeyman	Airframe
2A656	42350, 42351, 45255, 45455, 45456	Aircraft Electrical & Environmental Systems Journeyman	Airframe
2A671	42672, 42673, 43172, 45470	Aerospace Propulsion Craftsman	Powerplant
2A674	42373, 45473	Aircraft Fuel Systems Craftsman	Airframe
2A675	42374, 45474	Aircraft Hydraulic Systems Craftsman	Airframe
2A676	42370, 42371, 45275, 45475, 45476	Aircraft Electrical & Environmental Systems Craftsman	Airframe
2A690	42390, 45295, 42396, 45492, 45493, 45494, 45495, 45496	Aircraft Systems Superintendent	Airframe, see Note 1
2A691	42692, 42693, 43192, 45490	Aerospace Propulsion Superintendent	Powerplant
2A6X3		Aircrew Egress Systems	Airframe
2A751		Aircraft Metals Technology	Airframe

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Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.
Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
2A752		Nondestructive Inspection	Airframe
2A753	42751, 42755, 45852	Aircraft Structural Maintenance Journeyman	Airframe
2A755	2A753, 42751, 42755, 45852	Low Observable Aircraft Structural Maintenance Journeyman	Airframe
2A771		Aircraft Metals Technology	Airframe
2A772		Nondestructive Inspection	Airframe
2A773	42771, 42775, 45872	Aircraft Structural Maintenance Craftsman	Airframe
2A775	2A773, 42771, 42775, 45872	Low Observable Aircraft Structural Maintenance Craftsman	Airframe
2A790	42792, 42799, 45891, 45899	Aircraft Fabrication Superintendent	Airframe
2A851	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 Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A852	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 Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A871	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 Communication, Navigation, and Mission Systems Craftsman	Airframe

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Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.
Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.

Current Code (AFSC)	Previous Code (AFSC)	Title	Possible Creditable Experience
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
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
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
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 Craftsman	Airframe

U.S. AIR FORCE Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire. Note 3: Some AFSCs may have an alphabetical suffix known as "shredout." The shredout identifies specialization in a specific aircraft or system (e.g., 2A353M). The shredout has no bearing toward creditable experience.			
Current Code (AFSC)	**Previous Code (AFSC)**	**Title**	**Possible Creditable Experience**
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 Craftsman	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

Table A-2. U.S. Army Military Occupational Specialty (MOS) Codes

U.S. ARMY Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.			
Current Code (MOS)	**Previous Code (MOS)**	**Title**	**Possible Creditable Experience**
15B10, 15B20, 15B30	68B10, 68B20, 68B30	Aircraft Powerplant Repairer	Powerplant
15D10, 15D20, 15D30	68D10, 68D20, 68D30	Aircraft Powertrain Repairer	Powerplant
15E		Unmanned Aircraft Systems Maintainer	Airframe and Powerplant
15F10, 15F20, 15F30	68F10, 68F20, 68F30	Aircraft Electrician	Airframe
15G10. 15G20, 15G30	68G10, 68G20, 68G30	Aircraft Structural Repairer	Airframe
15H10, 15H20, 15H30	68H10, 68H20, 68H30	Aircraft Pneudraulics Repairer	Airframe
15J10, 15J20, 15J30	68J10, 68J20, 68J30	Aircraft Armament/Missile Systems Repairer	Airframe
15K40	68K40	Aircraft Components Repairer Supervisor	Airframe

U.S. ARMY

Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.

Current Code (MOS)	Previous Code (MOS)	Title	Possible Creditable Experience
15M10, 15M20, 15M30	67N10, 67N20, 67N30	UH-1 Helicopter Repairer	Airframe and Powerplant
15N10, 15N20, 15N30	68N10, 68N20, 68N30	Avionics Mechanic	Airframe
15R10, 15R20, 15R30, 15R40	67R10, 67R20, 67R30, 67R40	AH-64 Attack Helicopter Repairer	Airframe and Powerplant
15R10, 15R20, 15R30, 15R40	67Y10, 67Y20, 67Y30, 67Y40	AH-1 Attack Helicopter Repairer	Airframe and Powerplant
15S10, 15S20, 15S30, 15S40	67S10, 67S20, 67S30, 67S40	OD-58D Helicopter Repairer	Airframe and Powerplant
15T10, 15T20, 15T30, 15T40	67T10, 67T20, 67T30, 67T40	UH-60 Helicopter Repairer	Airframe and Powerplant
15U10, 15U20, 15U30, 15U40	67U10, 67U20, 67U30, 67U40	CH-47 Helicopter Repairer	Airframe and Powerplant
15V10, 15V20, 15V30	67V10, 67V20, 67V30	Observation/Scout Helicopter Repairer	Airframe and Powerplant
15X10, 15X20, 15X30	68X10, 68X20, 68X30	AH-64 Armament/Electrical Systems	Airframe
15Y10, 15Y20, 15Y30	68Y10, 68Y20, 68Y30	AH-64 Longbow Armament/Electrical Systems	Airframe
15Z50	67Z50	Aircraft Maintenance Senior Sergeant	Airframe and Powerplant
67G10, 67G20, 67G30, 67G40	67G10, 67G20, 67G30, 67G40	Utility Airplane Repairer	Airframe and Powerplant
67H10, 67H20, 67H30, 67H40	67H10, 67H20, 67H30, 67H40	Observation Aircraft Repairer	Airframe and Powerplant

Table A-3. U.S. Navy Enlisted Codes (NEC)

U.S. NAVY Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.			
Current Code (NEC)	**Previous Code (NEC)**	**Title**	**Possible Creditable Experience**
GXXX – AVIATION (AIR CREW) COMMUNITY & CAREER FIELD			
G16A	8209	C-40A Crew Chief	Airframe and/or Powerplant, see Note 1
G16A	8250	C-9 Crew Chief	Airframe and/or Powerplant, see Note 1
G20A	8235	E-6B Flight Engineer	Airframe and/or Powerplant, see Note 1
G22A	8245	C-20/C-37 Crew Chief	Airframe and/or Powerplant, see Note 1
G25A	8252	C-130 Flight Engineer	Airframe and/or Powerplant, see Note 1
G28A	8279	C-2 Transport Air Crewman	Airframe and/or Powerplant, see Note 1
G50A	8206	C-130 Flight Mechanic	Airframe and/or Powerplant, see Note 1
G60A	8251	P-3 Flight Engineer	Airframe and/or Powerplant, see Note 1
EXXX – AVIATION (SQUADRON) COMMUNITY & CAREER FIELD The following NECs are aircraft specific and assigned when 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 first determine if the applicant held an AM or AD rating, and if so, see Note 1.			
E00A		CMV-22 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E04A	8303	CH/MH-53E Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E05A	8305	C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E06A	8306	E2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E08A	8311	MQ-4C Unmanned Aircraft System (UAS) Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E10A	8313	C-40A Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1

U.S. NAVY

Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.

Current Code (NEC)	Previous Code (NEC)	Title	Possible Creditable Experience
E11A	8314	C-20G Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E14A	8318	C-130 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E15A	8319	P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E16A	8320	E-2D Systems Organizational Career Maintenance Technician	Airframe or Powerplant, see Note 1
E17A	8330	P-8A Systems Organizational Career Maintenance Technician	Airframe or Powerplant, see Note 1
E19A	8341	F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E20A	8342	F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E21A	8343	E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E22A		MQ-8B Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E23A	8378	H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E28A	8805	C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E29A	8806	E-2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E34A	8819	P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E35A	8820	E-2D Systems Organizational Initial Maintenance Technician	Airframe or Powerplant, see Note 1
E36A	8830	P-8A Systems Organizational Initial Maintenance Technician	Airframe or Powerplant, see Note 1
E38A	8841	F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E39A	8842	F/A-18 A/B/C/D Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
E40A	8843	E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1

U.S. NAVY Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.			
Current Code (NEC)	**Previous Code (NEC)**	**Title**	**Possible Creditable Experience**
E41A	8878	H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
769B	8392	C-20 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
779A	8310	C-9B Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
780A	8348	F-35C Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
803A	8361	UAV Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
Old Codes. The following codes are no longer active or have been retired. They remain listed since experience does not expire.			
	6410	F-110 Turbofan Jet Engine First Degree Repair/IMA Technician	Powerplant
	6415	TF-30 Turbofan Jet Engine First Degree Repair/IMA Mechanic	Powerplant
	6416	J-52 Turbojet Engine First Degree/IMA Mechanic	Powerplant
	6419	T-58 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
	6421	TF-34 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
	8332	EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8335	F-14B/D Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8345	F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8346	S-3A Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8347	S-3B Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8351	A-4 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8370	SH-2G Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8375	H-2 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1

U.S. NAVY

Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes that are the same in both the "Current Code" and "Previous Code" columns are no longer active but remain listed, since experience does not expire.

Current Code (NEC)	Previous Code (NEC)	Title	Possible Creditable Experience
	8377	SH-3 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8379	H-46 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8380	UH-1N Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8832	EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8835	F-14B/D Systems Organizational Maintenance Technician	Powerplant
	8845	F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8847	S-3 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	8877	H-3 Systems Organizational Maintenance Technician	Airframe or Powerplant, see Note 1
	AD	Aviation Machinist Mate	Powerplant
	ADJ	Aviation Machinist Mate (Jet Engine)	Powerplant
	ADR	Aviation Machinist Mate (Reciprocating Engine)	Powerplant
	AM	Aviation Structural Mechanic	Airframe
	AME	Aviation Mechanic (Ejection Seat)	Airframe
	AMH	Aviation Mechanic (Hydraulics)	Airframe
	AMS	Aviation Mechanic (Structural)	Airframe
	AE	Aviation Electrician	Airframe
	AT	Aviation Electronics Technician	Airframe

Table A-4. U.S. Marine Corps Military Occupational Specialty (MOS) Codes

U.S. MARINE CORPS Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes listed in the "Previous Code" column are no longer active but remain listed, since experience does not expire.			
Current Code (MOS)	**Previous Code (MOS)**	**Title**	**Possible Creditable Experience**
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

U.S. MARINE CORPS

Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for.
Note 2: Codes listed in the "Previous Code" column are no longer active but remain listed, since experience does not expire.

Current Code (MOS)	Previous Code (MOS)	Title	Possible Creditable Experience
6252		Fixed-Wing Aircraft A/F Mechanic AV-8/TAV-8	Airframe
6253		Fixed-Wing Aircraft A/F Mechanic EA-6	Airframe
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
6313		Aircraft Communications/Navigation/ Radar Systems Technician	Airframe
6314		Avionic/Maintenance Technician, Unmanned Aircraft System	Airframe
6316		Aircraft Communications/Navigation Systems Technician, KC-130	Airframe
6317		Aircraft Communications/Navigation/ Radar Systems Technician, F/A-18	Airframe
6323		Aircraft Avionics Technician, CH-53	Airframe
6324		Aircraft Avionics Technician, U/AH-1	Airframe
6326		Aircraft Avionics Technician, V-22	Airframe
6332		Aircraft Avionics Technician, AV-8B	Airframe
6333		Aircraft Electrical Systems Technician, EA-6	Airframe
6336		Aircraft Electrical Systems Technician, KC-130	Airframe
6337		Aircraft Electrical Systems Technician, F/A-18	Airframe
6338		Aircraft Avionics Technician, F-35B	Airframe
6386		Aircraft Electronic Countermeasures Systems Technician, EA-6B	Airframe

Table A-5. U.S. Coast Guard Military Occupational Specialty (MOS) Codes

U.S. COAST GUARD Note 1: ASI evaluation is required to determine if the applicant has experience relative to the rating(s) applied for. Note 2: Codes listed in the "Previous Code" column are no longer active but remain listed, since experience does not expire.			
Current Code (MOS)	**Previous Code (MOS)**	**Title**	**Possible Creditable Experience**
AMT		Aviation Maintenance Technician	Airframe and Powerplant
AMT	AD	Aviation Machinist Mate	Airframe and Powerplant
AMT	AE	Aviation Electrician's Mate	Airframe and Powerplant
AMT	AM	Aviation Structural Mechanic	Airframe and Powerplant
AET		Avionics Electrical Technician	Airframe and/or Powerplant, see Note 1
AET	AE	Aviation Electrician's Mate	Airframe and/or Powerplant, see Note 1

Advisory Circular Feedback Form

If you find an error in this AC, have recommendations for improving it, or have suggestions for new items/subjects to be added, you may let us know by contacting the Flight Standards Directives Management Officer at 9-AWA-AFB-120-Directives@faa.gov.

Subject: AC 65-30B CHG 1, Overview of the Aviation Maintenance Profession

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☐ An error (procedural or typographical) has been noted in paragraph _____ on page _____.

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☐ In a future change to this AC, please cover the following subject:
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