U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: Overview of the Aviation Maintenance Profession

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1 **PURPOSE OF THIS ADVISORY CIRCULAR (AC).** This AC was prepared by the Federal Aviation Administration (FAA) Flight Standards Service 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.

2 **AUDIENCE.** This AC applies to prospective A&P mechanics and other aviation maintenance professionals interested in a career in aviation maintenance.

3 **WHERE YOU CAN FIND THIS AC.** You can find this AC on the FAA's website at http://www.faa.gov/regulations_policies/advisory_circulars.

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

5 **RELATED TITLE 14 OF THE CODE OF FEDERAL REGULATIONS (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/cgi-bin/text-idx?tpl=/ecfrbrowse/Title14/14tab_02.tpl. 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**. Governs the maintenance, preventive maintenance, rebuilding, and alteration for most aircraft having a U.S. airworthiness certificate. The rule governs who may perform work on airframes, aircraft engines, propellers, appliances, and component parts of aircraft. It also covers 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**. Covers certification of airmen other than flightcrew members of which the subjects that will be discussed in this AC are the general certification and operating rules for the holders of FAA Mechanic Certificates and Repairman Certificates. The rule covers requirements for becoming a mechanic or repairman, and the privileges and limitations for each.

5.3 Part 147, Aviation Maintenance Technician Schools. Lists requirements for issuing aviation maintenance technician school certificates and associated ratings, and the general operating rules for the holders of those certificates and ratings. Individuals who pass the approved curriculums may take the required exams for the applicable rating(s) for a Mechanic Certificate.

5.4 Part 187, Fees. Covers 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/test_guides/.

6.1.1 FAA Order 8900.2, General Aviation Airman Designee Handbook. For the purposes of this AC, Order 8900.2 contains information regarding practical testing, Airman Certificate and/or Rating Application, for mechanic applicants.

6.1.2 AC 65-2, Airframe and Powerplant Mechanics Certification Guide.

6.1.3 AC 65-24, Certification of a Repairman (General). Provides information to the aviation public on the procedures for certification of a repairman.

6.1.4 AC 65-31, Training, Qualification, and Certification of Nondestructive Inspection Personnel.

6.1.5 AC 65-32, Certification of Repairmen (Light-Sport Aircraft). Provides the public with information regarding the certification of light-sport aircraft (LSA) repairmen with maintenance and inspection ratings, the acceptability of training courses, and the continued airworthiness of LSA.

6.1.6 AC 65-33, Development of Training/Qualification Programs for Composite Maintenance Technicians.

6.1.7 FAA-G-8082-11, Inspection Authorization Knowledge Test Guide. Provides information for preparing to take the Inspection Authorization Knowledge Test (IAR).

6.1.8 FAA-G-8082-19, Inspection Authorization Information Guide. Provides guidance for persons who conduct annual and progressive inspections and approve major repairs and/or major alterations of aircraft holding, or eligible to hold, a U.S. type certificate (TC). The FAA intends this information for mechanics that hold an Inspection Authorization (IA). This manual also provides information for obtaining an IA and procedures for the renewal of an IA.

6.2 FAA Web Pages.

6.2.1 A directory of names for FAA-certified part 147 schools and locations by state is at http://av-info.faa.gov/MaintenanceSchool.asp.

6.2.2 Comprehensive information on obtaining and holding a Mechanic Certificate from the FAA is at http://www.faa.gov/mechanics/become.

6.2.3 Comprehensive lists of all airlines, repair stations, manufacturers, and Fixed-Base Operators (FBO) is at https://www.faa.gov. Information you find at this website may provide a number of job contacts in the location and maintenance field in which you wish to work.

6.2.4 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 http://www.faa.gov/about/office_org/.

6.3 Financial Aid and Employment Resources. For educational assistance, 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, and
- Aviation maintenance jobs.

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 very important responsibility of keeping our fleet of U.S.-registered aircraft operating safely and efficiently. These maintenance professionals maintain, service, repair, and overhaul aircraft, aircraft engines, and aircraft components and systems. They strive to accomplish the goal of 100 percent reliability that the aviation industry and the flying public demand. 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 IA,
- Repairmen,

- 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 the time-proven systems, such as hydraulics, flight controls, and propellers. The skills you use in the professional aircraft maintenance field are often equivalent to a professional mechanic, carpenter, plumber, structural engineer, electrician, and other highly specialized skill 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 jet, piston, or electric-powered on any given day. Aircraft systems require rigging, repair, or inspection, and can be hydraulic, pneumatic, electric, or manual. Specialized equipment, such as borescopes, nondestructive inspection, 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 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.

8 OUTLOOK FOR THE FUTURE. The long-term employment picture for aviation maintenance is bright. A well-trained, certificated person with a strong background in technical subjects will have little trouble finding a lifetime career in aviation. There are both traditional areas and up-and-coming enterprises that will continue to demand aviation professionals and upcoming enterprises that will create jobs for aviation professionals.

8.1 Demand. Demand for aviation maintenance professionals in traditional large operations, such as air carriers and repair stations, will continue. There will be a demand for aviation maintenance professionals for both commercial and small FBOs due to new technologies appearing. Areas that seem promising 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 LSA 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 requirements and expectations to obtain or retain a certificate issued by the FAA. This subpart contains information on:

1. The types of certificate issued (part 65, § 65.1), how you apply for and obtain one of those certificates (§ 65.11), and how security disqualifications are issued (§ 65.14).
2. The certification of foreign persons outside the United States (§ 65.3).
3. Rules that prohibit:
   - Falsification (§ 65.20),
   - Cheating on tests (§ 65.18), and
   - Offenses involving alcohol or drugs (§ 65.12).
4. Temporary certificates, changing your name or address, or obtaining a replacement for a lost or destroyed certificate (§§ 65.13, 65.16, and 65.21).
5. How tests are conducted and the process for retesting after failure (§§ 65.17 and 65.19).
6. The duration of the certificates (§ 65.15).

10 THE FAA MECHANIC CERTIFICATE. The vast majority of technicians are certificated as FAA mechanics. Under § 65.73, an FAA Mechanic Certificate has two possible ratings: airframe and powerplant. Although most certificated mechanics hold both ratings and are referred to in the industry as "A&Ps," there are many mechanics certificated only with an airframe (A) rating, or only a powerplant (P) rating.

10.1 Obtaining and Usage. The rules for obtaining and using a Mechanic Certificate are contained in part 65 subpart D.

10.2 Eligibility. The eligibility requirements for a Mechanic Certificate are listed under § 65.71. An applicant must, per § 65.71:

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 this 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 he or she seeks.

10.3 Knowledge, Experience, and Skill Requirements. Mechanic Certificate applicants must meet the experience requirements in § 65.77. Applicants must successfully complete the knowledge (§ 65.75) and skills (§ 65.79) testing within 24 months for the rating(s) sought. The 24-month period starts upon the first attempt of any of the tests.

10.4 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).

11 THE FAA MECHANIC TEST. The FAA Mechanic Test is provided by the FAA. Each rating has three tests: written, oral, and practical. The FAA-approved knowledge test centers administer the FAA written knowledge tests. Designated Mechanic Examiners (DME) administer the FAA oral and practical skills tests. Various fees apply; contact the testing provider for cost information.

11.1 Written Tests. There are three written tests under § 65.75, but only two ratings. The three tests are:

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

Note: You must successfully complete the AMG Exam, but this test is not required for additional ratings. For a list of computer testing locations that administer FAA-provided written tests, contact a FSDO near you, or access a by-state listing of test centers at http://www.faa.gov/training_testing/testing/media/test_centers.pdf. Test centers charge a fee for administering the tests, and test scoring is immediate.

11.2 Oral and Practical Skills Test. The FAA oral and practical skills tests that meet the requirements of § 65.79 are a random selection of technical and regulatory subject areas, and are individually computer-selected by the FAA for each applicant tested. The tests combine oral questions with demonstration of practical technical skills. These tests are administered for a fee by an individual DME. A list of DMEs is available at a local FSDO or at http://av-info.faa.gov/DesigneeSearch.asp. You can obtain sample test questions and additional information on testing requirements, methods, and protocol at https://www.faa.gov/training_testing/testing/test_questions/.

11.3 Temporary Certificates. When all tests are satisfactorily completed within a 24-month period, the mechanic will be issued a FAA Form 8060-4, Temporary Airman Certificate, which is valid for 120 days or until the Airmen Certification Branch (AFB-720) in Oklahoma City, OK, issues a permanent certificate (whichever happens first).

12 TESTING PROCESS. In order to test, you must receive authorization to test. Who authorizes you to test depends on what authorization process you are eligible for and what evidence of either civilian or military practical experience you provide.

12.1 Authorization Process. There are two general ways listed below to receive authorization to test for an FAA Mechanic Certificate.

12.1.1 Present an FAA-recognized maintenance program certificate to knowledge test center personnel for the written test, and to a DME for the oral and practical skills tests. Holders of an FAA-recognized maintenance program certificate do not need to go to a FSDO to receive authorization to test. Certificates recognized by the FAA are:

1. A graduate certificate or a certificate of completion from an FAA part 147 aviation maintenance technician school. The current list of part 147 schools in your area is at http://www.faa.gov/training_testing/schools/. Click on the "Maintenance School Information" link and enter the information for the school you are interested in.

2. A Certificate of Eligibility from the Joint Services Aviation Maintenance Technician Certification Council (JSAMTCC) that provides the documentary evidence for rating(s) sought.

12.1.2 Pass an interview and present verifiable evidence as described in § 65.77 to an Airworthiness aviation safety inspector (ASI) from a FSDO or IFO for authorization to test for the rating(s) sought. Provide documented, verifiable evidence of military or civilian aviation practical experience for:

1. At least 18 months of appropriate practical experience associated with either an A or P rating.
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 to contain at least 160 hours. Applicants who apply for the FAA Mechanic Certificate based solely on § 65.77 experience must have verifiable experience in 50 percent of subject areas listed for the rating sought to be eligible. Refer to part 147, appendices B, C, and D. To find the nearest responsible Flight Standards office near you, go to http://www.faa.gov/about/office_org.

12.2 Acceptable Forms to Document Civilian Experience. Civilian aviation maintenance experience may be either (1) resident, or (2) from a foreign country, and meeting §§ 65.3 and 65.71 requirements. Applicants who do not meet the English language requirements of § 65.71(a)(2) will have their certificates endorsed: "Valid only outside of the U.S." Applicants must pass an interview with a FSDO- or IFO-based Airworthiness ASI who holds a Mechanic Certificate with A&P ratings. The applicant must present evidence of experience satisfactory to the Administrator that the applicant meets the time requirement and is experienced in 50 percent of the subject areas listed for the rating sought. Again, refer to part 147 appendices B, C, and D. Documentation establishing civilian experience requirements may include:

12.2.1 Pay receipts for tasks accomplished, or record of work signed by an FAA mechanic, with appropriate § 65.73 ratings that the applicant has at least the required number of months and task experience. This can be from a series on FAA mechanics that are appropriately rated for the task completed.

12.2.2 A statement from a certificated repairman (14 CFR part 103), or series of certificated repairmen, verifying the accumulation of 18 months working at a certificated air carrier or repair station. These certificated repairmen must be experienced and rated in the work the applicant performed under their supervision. The statement must detail, in a traceable format, the required number of months/hours and exact task experience. Documentation should be in a format such as a log, and must show (1) the number of hours spent performing the work, (2) the type of work performed, and (3) the registration number of the aircraft the work was performed on. The log entries must be verifiable, and must include the supervisor's signature, certificate number, and limited rating held.

12.2.3 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 log and showing (1) the date, (2) the number of hours spent performing the work, (3) the type of work performed, and (4) the registration number of the aircraft the work was performed on. The log entries must be verifiable, either by statements and/or initials from the individual's employer or supervisor or owner of the aircraft following each entry in the repairman's logbook.

12.2.4 Foreign applicants must provide a signed and detailed statement (the original copy only) from their employer substantiating specific type and duration of maintenance performed on each aircraft. Foreign applicants must also provide a letter obtained from the foreign airworthiness authority of the country in which the experience was gained. Experience information submitted must be verified or rejected. All documents must be signed and dated originals, and traceable to the initiator. Foreign applicants who 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. All FAA IFOs are in the United States. To find an IFO that services a foreign location, go to http://www.faa.gov/about/office_org/field_offices/ifo/ and click on the link below the state name.

12.3 Acceptable Forms to Document U.S. Aviation Military Experience. Certain military occupational specialties (MOS) may receive credit for practical experience towards the A and/or P rating for the Mechanic Certificate. You can find a list of MOSs, current as of October 2012, that may qualify for experience towards a Mechanic Certificate in Appendix A, Military Occupational Specialty Codes. Time spent in training for a MOS is not credited toward the 18- or 30-month practical experience requirement. Having an acceptable MOS does not guarantee you will get credit for practical experience. An FAA Airworthiness inspector will review your qualifications. Pending a successful interview to ensure the inspector satisfies part 65 subpart D, the authorization will be granted. You must present evidence satisfactory to the Administrator of your experience that you meet the time requirement and are experienced in 50 percent of the subject areas listed for the rating sought. Refer to part 147 appendices B, C, and D. To apply for authorization to test for the FAA Mechanic Certificate based on MOS experience, you may present applicable evidence for current or past experience in one of the forms listed below.

12.3.1 Present a letter from an executive officer, maintenance officer, classification officer, or supervisor with an A&P that certifies the service member's:

1. Length of military service,
2. Amount of time worked in each MOS,
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.

12.3.2 Complete the JSAMTCC Certificate of Eligibility requirements, which meet § 65.77, by specifying your military training and experience in a level of detail satisfactory to the Administrator. Authorized persons in your branch of service must certify this training and/or experience and record it on the Joint Service Form CG-G-EAE-2, FAA Certification Performance of Job Tasks. The U.S. Coast Guard (USCG) has used this form to certify eligibility for A&P certification for many years, and the Department of Defense (DOD) has adopted it as a standard form for personnel certification.

12.3.3 Veterans may present DD Form 214, Certificate of Release or Discharge from Active Duty, with the applicable aviation MOS for the rating(s) sought and service length time in the MOS listed.

Note: A letter from a former executive officer, maintenance officer, classification officer, or supervisor with an A&P that provides the same information as the letter for active service member is not required, but is helpful in the authorization process.

12.4 Required Form. Applicants need to complete two copies of FAA Form 8610-2. You can find the form at https://www.faa.gov/forms/index.cfm/go/document.information/documentID/185870. You must present the two copies to the applicable FAA representative, as detailed below:

1. Applicants should present to a DME (1) an FAA-recognized training certificate, (2) two completed copies of FAA Form 8610-2, and (3) passing knowledge test results with the applicant's supporting certificate for further processing.
2. Applicants applying for a Mechanic Certificate for either initial or additional ratings based on (1) experience or (2) a non-JSAMTCC Certificate of Eligibility need to provide evidence of experience and two completed copies of FAA Form 8610-2 to a FSDO- or IFO-based Airworthiness ASI.

12.5 Further Information. It is advisable to contact the appropriate FAA representative, either a DME or ASI, who can authorize you to test prior to filling out any forms. The FAA representative can ensure you follow the latest instructions for FAA Form 8610-2 and that you complete the form accurately.

13 INSPECTION AUTHORIZATION (IA). The next step up from a certificated mechanic with an A&P rating is a holder of an IA. The IA permits the A&P mechanic to perform a greater variety of maintenance and alterations than any other single maintenance authorization. An IA 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). The holder of an IA may perform an annual inspection, and may also supervise or perform a progressive inspection.

13.1 Initial IA Requirements. The first step in taking the Inspection Authorization Knowledge Test is to contact your local FSDO or IFO to make an appointment to interview with an Airworthiness ASI to determine eligibility before registering for the knowledge test. During the interview, the ASI will determine if you meet the requirements in § 65.91. If you meet the following requirements, you are entitled to an IA. Per § 65.91, an applicant must:

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 he applies, in maintaining aircraft certificated and maintained in accordance with this chapter;
3. Have a fixed base of operations at which he may be located in person or by telephone during a normal working week but it need not be the place where he will exercise his inspection authority;
4. Have available to him 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 his 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 of this chapter.

13.2 The IA Test. The Inspection Authorization Knowledge Test is comprehensive, as it must test your 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.
3. Occasionally, 51 to 53 questions appear on the test. The additional questions are validation questions, new questions being tested, and will not count against you if missed. Extra time is allotted for completion of additional questions.

13.3 Retest Requirement. An applicant who fails the Inspection Authorization Knowledge Test prescribed in paragraph § 65.91(c)(5) may not apply for retesting until at least 90 days after the date he or she has failed the test.

13.4 Required Form. The application for an IA is made following the requirements of § 65.91(a). FAA Form 8610-1, Mechanic's Application for Inspection Authorization, is used for applying for an IA and can be found at http://www.faa.gov/forms/index.cfm/go/document.information/documentID/1020780.

13.5 Further Information. For further information on the Inspection Authorization Knowledge Test, obtaining an IA, and the requirements of an IA, refer to FAA-G-8082-19 and FAA-G-8082-11 at http://www.faa.gov/training_testing/testing/test_guides/.

14 REPAIRMAN CERTIFICATE. The repairman is a maintenance technician certificated by the FAA for specific tasks. Limited by function, he or she can only exercise the privileges of the Repairman Certificate under the supervision of certificated repair station personnel, a certificated commercial operator, or a certificated air carrier. This oversight is required by a commercial operator or air carrier operating certificate, or approved operations specifications (OpSpecs) to provide a CAMP according to its maintenance manuals. A repair station, commercial operator, or air carrier recommends an individual to be a repairman. The individual must meet the following requirements.

14.1 Eligibility. The eligibility requirements for a Repairman Certificate are listed in under § 65.101(a). An applicant must, per § 65.101(a):

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 he 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 operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;
4. Be recommended for certification by his employer, to the satisfaction of the Administrator, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he 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, 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 do not need Repairman Certificates but must have a minimum of 18 months of practical experience in the work being performed, or 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.

14.2 Required Form. The application for a Repairman Certificate is initiated 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 the FAA Form 8610-2 and can be found at https://www.faa.gov/forms/index.cfm/go/document.information/documentID/185870.

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

15 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.

15.1 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 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.

15.2 LSA Classes. A repairman for certification in light-sport is required to attend one shared mandatory training module for all classes of LSAs, and from there, training on separate specific models for each class of LSA. The five classes of LSA that a repairman with a maintenance rating may be trained on are:

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

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

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 a light-sport aircraft 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 light-sport aircraft for which you intend to exercise the privileges of this rating.

15.4 Required Form. The application for a Repairman Certificate (LSA) with a maintenance rating is FAA Form 8610-2 and can be found at https://www.faa.gov/forms/index.cfm/go/document.information/documentID/185870.

15.5 Further Information. For further information on obtaining a Repairman Certificate (LSA) with a maintenance rating, refer to AC 65-32 at http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.list?omni=Home-ACs&q=65-32.

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

16.1 Noncertificated Mechanic. Sometimes called a "mechanic's helper," works only under the supervision of an FAA-certificated mechanic to gain experience. Since these mechanics are not certificated by the FAA, 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 a FAA Mechanic Certificate. A noncertificated mechanic cannot sign off a maintenance record approving the aircraft or component for return to service.

16.2 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 nondestructive inspection (NDI). However, specialized skills are not limited to these areas and may include any maintenance activity.

16.2.1 Avionics Occupations. Avionics technicians work on electronic equipment and aircraft systems which require specialized technical skills. Technicians may or may not hold an FAA certificate.

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

16.2.1.2 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, working for avionics manufacturers, non-FAA-recognized certification entities, and other related industries.

16.2.2 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 knowledge and skills expected of technicians performing composite maintenance, refer to AC 65-33, Development of Training/Qualification Programs for Composite Maintenance Technicians, at http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.list?omni=Home-ACs&q=65-33.

16.2.3 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 acceptable training guidance in AC 65-31, Training, Qualification, and Certification of Nondestructive Inspection Personnel, for repairman training, qualification, and certification of NDI personnel. For further information pertaining to this training, see the latest edition of AC 65-31 at http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.list?omni=Home-ACs&q=65-31.

17 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).

17.1 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 Bureau of Labor Statistics' (BLS) Aircraft and Avionics Equipment Mechanics and Technicians web page at http://www.bls.gov/ooh/installation-maintenance-and-repair/aircraft-and-avionics-equipment-mechanics-and-technicians.htm.

18 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.

18.1 Physical Activity. All aircraft mechanics and technicians must 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.

18.2 Stress. Stress is another factor that aircraft mechanics and technicians must deal with. 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 just to meet a schedule.

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

19.1 Air Carriers.

19.1.1 Air carrier maintenance is performed around the clock, 7 days a week. New mechanics and technicians should expect to work nights and weekends. Within 5 years, the mechanic with an A&P rating and avionics technician should be making the median income based on their respective positions and locations. For current information relating to salary ranges by occupations, location, and industry, refer to the BLS Occupational Employment and Wages web page at http://www.bls.gov/oes/current/oes493011.htm.

19.1.2 Air carriers offer paid holidays, vacations, insurance plans, retirement programs, sick leave, and free or reduced-cost air travel within the airline's route structure. There are also opportunities to bid for maintenance positions at other locations the airline serves. With a larger work force, the opportunities for advancement may be greater with an air carrier than with other segments of the aviation maintenance industry.

19.2 General Aviation.

19.2.1 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 the private/corporate aircraft fleet. Within 5 years, the mechanic with an A&P rating and avionics technician should be making the median income based on their respective positions and locations. For current information relating to salary ranges by occupations, location, and industry visit the BLS Occupational Employment and Wages web page at http://www.bls.gov/oes/current/oes493011.htm.

19.2.2 Normal General Aviation working hours are weekdays from 8:00 a.m. to 4:30 p.m. However, working nights, overtime, or weekends is not uncommon in this industry.

19.2.3 General Aviation benefit packages 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 little in the way of health or retirement benefits.

19.2.4 Some individuals are drawn to General Aviation despite a lower pay scale and less generous benefits package because most of the General Aviation jobs are found at the local airport or in smaller cities, where the quality of life is less hectic and the cost of living is less than working at the large hub airports.

19.3 Conclusion. FAA certification of aviation maintenance professionals will always be required for any aircraft, whether it is a world-traveling, wide-body aircraft or a locally used aircraft a fraction of its size. The speeds and different angles at which an aircraft can make contact with the ground limit the effectiveness of any engineered safety device like seatbelts, airbags, and crumple zones; and make the use of guardrails, barricades, or bumpers useless. Aircraft are not restricted to roads, so flight restrictions and procedures have a limited effect on where a malfunctioning aircraft will end up. Administrative procedures having only professionally trained individuals conduct a preflight and operate the aircraft is only limited to a malfunction that a human can visually detect prior to flight or even control in flight. Requiring passengers to wear protective gear like helmets and leather race suits is not a practical means to reduce the risk of injuries from a malfunctioning aircraft. Neither is requiring people on the ground to wear hard hats where aircraft are flying overhead, delivering packages. There is only one proven way to bring the possibility of a malfunctioning aircraft to an absolute minimum, and that is to have a dedicated, professionally trained individual maintain it. Time has proven that, to ensure safety, the dedicated aircraft maintenance professional needs to be held to a base standard outside a business entity. An FAA-issued Mechanic Certificate or Repairman Certificate program maintained by the FAA is essential to ensuring the continuation of the safest aviation system in the world.

20 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.

Rick Domingo
Executive Director, Flight Standards Service

APPENDIX A. MILITARY OCCUPATIONAL SPECIALTY CODES

The table below lists both current and previous MOS codes for the U.S. Army, Air Force (AF), Navy, Marine Corps, and Coast Guard dated October 2012. The new codes are used for active duty time after January 1990. The older codes are still valid to credit military aviation maintenance experience toward the requirements of the FAA A&P Mechanic Certificate. All military codes in current column are either currently active or the last code before the occupation was dissolved.

U.S. ARMY CODES
CURRENT AS OF: XXXX

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
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	67N10/40	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	67H10/40	Observation Aircraft Repairer	Airframe and Powerplant

U.S. AIR FORCE CODES
CURRENT AS OF: XXXX

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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.) The shredout has no bearing toward creditable experience.			
2A251	2A354, 2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A271	2A374, 2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Communication, Navigation, and Mission Systems Journeyman	Airframe
2A252	2A354, 2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Journeyman	Airframe
2A272	2A374, 2A374, 2A371, 32676, 32677, 32678, 45271, 45273	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Instrument and Flight Control Systems Craftsman	Airframe
2A253	2A354, 2A354, 2A351, 32656, 32657, 32658, 45251, 45253	Special Operations Forces/Personnel Recovery (SOF/PR) Integrated Electronic Warfare Systems Journeyman	Airframe
2A273	2A374, 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. Aviation safety inspector (ASI) evaluation required to determine appropriate rating(s).
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 MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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 to determine appropriate rating(s).
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
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
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

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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 to determine appropriate rating(s).
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	May qualify for Airframe or Powerplant. ASI evaluation required to determine appropriate rating.
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
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 to determine appropriate rating(s).
2A500	2A300, 32900, 43200, 45100, 45200, 45400	Airlift/Special Mission Aircraft Maintenance Chief Enlisted Manager	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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
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 to determine appropriate rating(s).
2A600	32900, 43200, 45200, 45400	Aircraft Systems Chief Enlisted Manager	May qualify for Airframe or Powerplant. ASI evaluation required to determine appropriate rating.
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

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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
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
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 Craftsman	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

CURRENT MOS (AFSC) CODE	PREVIOUS MOS (AFSC) CODE	TITLE	CREDITABLE EXPERIENCE
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 CODES
CURRENT AS OF: XXXX

CURRENT MOS (RATING) CODE	PREVIOUS MOS (RATING) CODE	TITLE	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. ASI evaluation required to determine appropriate rating(s).
AET	AE	Aviation Electrician's Mate	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).

U.S. MARINE CORPS CODES
CURRENT AS OF: XXXX

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	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/UH11	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

CURRENT MOS CODE	PREVIOUS MOS CODE	TITLE	CREDITABLE EXPERIENCE
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 CODES
CURRENT AS OF: XXXX

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
AD-6410	AD-6410	F-110 Turbofan Jet Engine First Degree Repair/IMA Technician	Powerplant
AD-6415	AD-6415	TF-30 Turbofan Jet Engine First Degree Repair/IMA Mechanic	Powerplant
AD-6416	AD-6416	J-52 Turbojet Engine First Degree/IMA Mechanic	Powerplant
100A	AD-6417	T-400 Turboshaft Jet Engine First Degree Repair/IMA Mechanic	Powerplant
101A	AD-6418	T-56 Turboprop Engine and 54H60 Series Propeller First Degree/IMA Mechanic	Powerplant
AD-6419	AD-6419	T-58 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
102A	AD-6420	F-404 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
AD-6421	AD-6421	TF-34 Turbofan Jet Engine First Degree/IMA Mechanic	Powerplant
103A	AD-6422	Test Cell Operator/Maintainer	Powerplant
104A	AD-6423	T-56 425/427 Turboprop Engine and Propeller IMA Mechanic	Powerplant
105A	AD-6424	T-64 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
106A	AD-6425	F414 GE-400 Turbofan Jet Engine Third Degree/IMA Mechanic	Powerplant
107A	AD-6426	T-700 Turboshaft Jet Engine First Degree/IMA Mechanic	Powerplant
108A	AD-6428	Helicopter Rotors/Related Components IMA Mechanic	Powerplant
151A	AM-7232	Advanced Composite Structural Repair IMA Technician	Airframe

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
G50A	8206	C-130 Flight Mechanic	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G16A	8209	C-40A Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G20A	8235	E-6B Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G22A	8245	C-20/C 37 Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G16A	8250	C-9 Crew Chief	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G60A	8251	P-3 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
G25A	8252	C-130 Flight Engineer	Airframe and/or Powerplant. ASI evaluation required to determine appropriate rating(s).
NOTE: The following NECs 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.			
E04A	8303	CH/MH-53E Systems Organizational Maintenance Technician	Airframe or Powerplant
E05A	8305	C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant
E06A	8306	E2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant
779A	8310	C-9B Systems Organizational Maintenance Technician	Airframe or Powerplant
E10A	8313	C-40A Systems Organizational Maintenance Technician	Airframe or Powerplant
E11A	8314	C-20G Systems Organizational Maintenance Technician	Airframe or Powerplant
E14A	8318	C-130 Systems Organizational Maintenance Technician	Airframe or Powerplant
E15A	8319	P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
8332	8332	EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8335	8335	F-14B/D Systems Organizational Maintenance Technician	Airframe or Powerplant
E19A	8341	F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
E20A	8342	F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
E21A	8343	E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8345	8345	F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant
8347	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
803A	8361	UAV Systems Organizational Maintenance Technician	Airframe or Powerplant
E23A	8378	H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant
8379	8379	H-46 Systems Organizational Maintenance Technician	Airframe or Powerplant
8380	8380	UH-1N Systems Organizational Maintenance Technician	Airframe or Powerplant
769B	8392	C-20 Systems Organizational Maintenance Technician	Airframe or Powerplant
E28A	8805	C2/E2 Systems Organizational Maintenance Technician	Airframe or Powerplant
E29A	8806	E-2C Group II Systems Organizational Maintenance Technician	Airframe or Powerplant
E34A	8819	P-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8832	8832	EA-6B Systems Organizational Maintenance Technician	Airframe or Powerplant
8835 (AD Only)	8835 (AD Only)	F-14B/D Systems Organizational Maintenance Technician	Powerplant

CURRENT MOS (NEC) CODE	PREVIOUS MOS (NEC) CODE	TITLE	CREDITABLE EXPERIENCE
E38A	8841	F/A-18 E/F Systems Organizational Maintenance Technician	Airframe or Powerplant
E39A	8842	F/A-18 Systems Organizational Maintenance Technician	Airframe or Powerplant
E40A	8843	E-6A Systems Organizational Maintenance Technician	Airframe or Powerplant
8845	8845	F-14 Systems Organizational Maintenance Technician	Airframe or Powerplant
8847	8847	S-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
8877	8877	H-3 Systems Organizational Maintenance Technician	Airframe or Powerplant
E41A	8878	H-60 Systems Organizational Maintenance Technician	Airframe or Powerplant
Old Codes			
AD		Aviation Machinist Mate	Powerplant
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