



U.S. Department
of Transportation
**Federal Aviation
Administration**

Advisory Circular

**Subject: OVERVIEW OF THE AVIATION
MAINTENANCE PROFESSION**

**Date: 11/09/01
Initiated By: AFS-305**

**AC No: 65-30A
Change:**

1. PURPOSE. This advisory circular (AC) was prepared by the Federal Aviation Administration (FAA) Flight Standards Service to provide information to prospective airframe and powerplant mechanics and other persons interested in the certification of mechanics. It contains information about the certificate requirements, application procedures, and the mechanic written, oral, and practical tests.

2. CANCELLATION. AC 65-30, Overview of the Aviation Maintenance Profession, dated June 27, 2000, and AC 65-11B, Airframe and Power Plant Mechanics Certification Information, revised in 1987, are canceled.

3. RELATED 14 CFR REFERENCES. Title 14 of the Code of Federal Regulations (14 CFR).

- a. Part 65, Certification: Airmen other than Flight Crewmembers.
- b. Part 145, Repair Stations.
- c. Part 147, Aviation Maintenance Technician Schools.
- d. Part 187, Fees.

4. RELATED READING MATERIAL.

a. To obtain a directory of names and school locations that are FAA certified under the provision of 14 CFR part 147, write to: U.S. Department of Transportation; Subsequent Distribution Office; Ardmore East Business Center; 3341 Q. 75th Ave.; Landover, MD 20785. Request AC 147-2EE, Directory of FAA Certificated Aviation Maintenance Technician Schools. This AC is a free publication.

b. For educational assistance, contact the Department of Education, Office of Student Financial Assistance, 400 Maryland Ave, S.W., Washington D.C. 20202.

c. A comprehensive list of all airlines, repair stations, manufacturers, and fixed base operators (FBO) can be found in the World Aviation Directory at the reference section of your local library. This resource document will provide you with a number of job contacts in the location and maintenance field in which you wish to work.

d. Federal aviation regulations, other related ACs, FAA Inspectors' Handbooks, and additional aviation subjects are available on the FAA website at <http://www.mmac.jccbi.gov/afs/afs600/>.

5. BACKGROUND.

a. Aviation maintenance personnel work in a number of highly technical specialty occupations such as airframe and powerplants, maintenance, avionics (e.g., navigation, communication, and other electronic based or depended systems), and instrument repair (e.g., navigation, flight, and engine). These individuals hold the very important responsibility of keeping our fleet of U.S.-registered aircraft operating safely and efficiently. To accomplish this goal of a 100% reliability that aviation industry and the flying public demands, these maintenance professionals maintain, service, repair, and overhaul aircraft components and systems.

b. Aviation maintenance is a dynamic career field. It has changed a great deal since Charles Taylor, the first aircraft mechanic, helped design, build, and maintain the engine for the 1903 Wright Brothers' Flyer. Now and in the future, aircraft maintenance 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.

6. OUTLOOK FOR THE FUTURE. The long-term employment picture for aviation maintenance is bright. A well-trained, certificated individual with a strong background in technical subjects will have little trouble finding a life-time career in aviation.

7. WHERE THE JOBS ARE. The scheduled airlines employ approximately 50,000 mechanics at terminals and overhaul bases throughout the United States and overseas. The major overhaul facilities are in New York, NY; Los Angeles, CA; San Francisco, CA; Denver, CO; Atlanta, GA; Kansas City, MO; Tulsa, OK; and Minneapolis, MN. When you enter this career field most likely you will start at a major overhaul center to learn the aircraft and the airline's maintenance procedures. Once you have acquired enough seniority, you can "bid out" to work at the line station of your choice. These line stations are located at every airport the airline services.

a. Approximately 37,000 mechanics are employed in general aviation. These mechanics work in the large metropolitan cities on 35 million dollar plus corporate jets to radial engine powered agricultural aircraft operating from grass strips. FAA part 145 repair stations are another segment of the aviation maintenance industry that hires mechanics. These repair stations (approximately

4,600) perform maintenance on aircraft from those as small and simple as the two-place, Piper J3 cub to major overhauls on air carrier aircraft of 400 seats or more.

b. The U.S. Government also employs many civilian aircraft mechanics and avionics technicians to work on military aircraft at Army, Navy, Marine Corps, and Air Force installations in the states and overseas. Another government employer is the FAA. Most of the FAA maintenance personnel work on flight inspection aircraft at the FAA main overhaul base in Oklahoma City, OK. State and local governments also employ mechanics to maintain and service aircraft used for government, emergency medical, or police activities.

8. WORKING CONDITIONS. The majority of mechanics and avionics technicians work in hangars, on flight lines, or repair stations located on or near large airports. They use hand and power tools as well as sophisticated test equipment. The noise level both indoors and on the flight line can be very high. Those mechanics and technicians performing flight line maintenance often work in all kinds of weather and temperatures.

a. All aircraft mechanics and technicians must perform moderate to heavy physical activity, from climbing ladders to crawling under wings, the physical demands can be arduous. Frequent lifts or pulls of up to 50 pounds in weight are not uncommon.

b. 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 to meet a deadline for a corporation aircraft can be high. However, a mechanic or a technician must never sacrifice the high standards of workmanship and public trust just to meet a schedule.

9. WAGES AND BENEFITS. The aviation maintenance industry is broken down into two separate areas: Air Carrier and General Aviation.

a. Air Carriers.

(1) Air Carriers offer mechanics and technicians a starting yearly salary between \$20,000 and \$27,000 for a 40-hour week. Mechanics with a strong avionics background usually start between \$25,000 and \$30,000 a year. Maintenance is performed around the clock, seven days a week. New mechanics and technicians should expect to work nights and weekends. Within five years the salary for a mechanic with an Airframe and Powerplant Rating (A & P), should be between \$35,000 and \$45,000 a year. An avionics technician should earn between \$38,000 and \$48,000 a year.

(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, because of the high numbers of aircraft in the air carrier's fleet and the large number of cities served.

b. General Aviation.

(1) General Aviation is composed of many different types of organizations. These organizations are involved in all kinds of aviation activities from corporate transportation to agricultural application. Many aviation mechanics and technicians work for small FBOs or FAA part 145 Repair Stations that service and maintain the private/corporate aircraft fleet. The starting salary for these mechanics range between \$18,000 and \$24,000 a year. For avionics technicians the starting salary is between \$22,000 and \$28,000 a year. After 5 years a mechanic's salary range is between \$25,000 and \$30,000 a year. An avionics technicians salary is between \$28,000 and \$35,000 a year.

(2) Normal general aviation working hours are weekdays from 8:00 a.m. to 4:30 p.m. However, working nights, weekends, or working overtime is not uncommon in this industry.

(3) General Aviation benefits packages vary greatly, depending on the organization that one works for. Many general aviation corporations' 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.

(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.

10. MAINTENANCE OCCUPATIONS. There are two types of maintenance technicians: non-certificated mechanics and FAA-certificated mechanics.

a. Non-Certificated.

(1) A non-certificated mechanic can work only under the supervision of a certificated person. Non-certificated mechanics work in manufacturing, FAA Repair Stations, Air Carriers, and FBOs.

(2) Since these mechanics are not certificated by the FAA, there are no Federal certification requirements to meet. However, a job applicant must still meet the employer's requirements. As a non-certificated mechanic, he or she cannot sign off a maintenance record "approving the aircraft or component for return to service." Because of this limitation, a non-certificated mechanic is restricted in the scope, function, and duties he or she can perform. This limited level of ability also reduces the chances of advancement in the maintenance career field.

b. FAA-Certificated Mechanics and Repairmen. The FAA certifies aviation maintenance personnel in two ways: a mechanic certificate and a repairman certificate.

(1) Certificated Mechanic Requirements.

(a) The vast majority of technicians are certificated as FAA mechanics. Under an FAA mechanic's certificate there are two ratings: Airframe and Powerplant. Although most certificated mechanics hold both ratings and are referred to in the industry as an "A & P," there are many mechanics certificated only with an airframe (A) rating, or only a powerplant (P) rating.

(b) To become an FAA-certificated mechanic an applicant must:

1. Be 18 years of age or older.
2. Be able to read, write, and understand English.
3. Document 18 months of practical experience in either one of the ratings sought, or 30 months of practical experience working concurrently on airframes and power plants, or graduate from an FAA-approved part 147 Aviation Maintenance Technician School.
4. Must pass a written examination, an oral test, and a practical test for each rating.
5. Pass all the prescribed tests within 24 months.

(c) Additional certification requirements for foreign applicants located outside of the United States at the time of the examination:

1. The applicant must demonstrate that a mechanic certificate is needed to maintain U.S.-registered civil aircraft and that the applicant is neither a U.S. citizen or a resident alien.
2. Positive identification of the applicant must be established. (i.e., passport).
3. Applicant must provide a signed and detailed statement (original copy only, no duplicate copies will be accepted) from their employer substantiating specific type and duration of maintenance performed on each aircraft.
4. The applicant must provide a letter obtained from the foreign airworthiness authority of the country in which the experience was gained or from an advisor of the International Civil Aviation Organization (ICAO) that will validate their maintenance experience.
5. All documents must be signed, dated originals, and traceable to the initiator.
6. A fee for the document review will be charged in accordance with 14 CFR part 187.
7. Applicants who do not meet the English requirements of 14 CFR part 65, section 65.71(a)(2) will have their certificates endorsed: "Valid only outside of the U.S."

(2) Repairman Requirements.

(a) Repairman are maintenance technicians that are certificated by the FAA for only one or two specific tasks. Because they are limited by function, they can only exercise the privileges of the repairman certificate by being under the supervision of FAA-approved Repair Stations, commercial operators, or air carriers where these specific tasks are routinely accomplished on a daily basis. It is the repair station, commercial operator, or air carrier who recommend an individual to be a repairman. The individual must meet the following requirements.

(b) To be eligible for a repairman certificate an applicant must be:

1. At least 18 years of age.
2. Able to read, write, and understand the English language.

NOTE: This may be waived for a repairman living outside the United States.

3. Specially qualified to perform maintenance on aircraft or components.
4. Employed for a specific job requiring the special qualifications by an FAA-certificated Repair Station, or a certificated commercial operator, or a certificated air carrier.
5. Recommended for the repairman certificate by his or her employer.
6. Have either 18 months practical experience in the specific job function (i.e., Industry X-Ray technician) or complete a formal training course acceptable to the FAA.

c. Avionics Occupations. Avionics technicians work on some of the most advanced electronic equipment outside of an electronic research and development laboratory. It is not uncommon for the avionics bay of an air carrier aircraft to hold eight to ten million dollars worth of “black boxes” all of which need a highly qualified person to maintain them.

(1) An individual who holds an FAA mechanic certificate with an airframe rating is authorized under his 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.

(2) There are also un-certificated 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, and other related industries.

11. PRACTICAL EXPERIENCE QUALIFICATION REQUIREMENTS. Individuals who wish to become FAA-certificated aircraft mechanics can choose one of three paths to meet the experience requirements for the FAA Airframe and Power Plant Certificate.

a. An individual can work for an FAA Repair Station or FBO under the supervision of an A & P mechanic for 18 months, for each individual airframe or powerplant rating, or 30 months for both ratings. The FAA considers a “month of practical experience” to contain at least 160 hours. This practical experience must be documented. Some acceptable forms of documentation are: Pay receipts, a record of work (log book) signed by the supervising mechanic, a notarized statement stating that the applicant has at least the required number of hours for the rating(s) requested from a certificated air carrier, repair station, or a certificated mechanic or repairman who supervised the work.

b. An individual can join one of the armed services and obtain valuable training and experience in aircraft maintenance. Care must be taken that an individual enters a military occupational specialty (MOS) that is one the FAA credits for practical experience for the mechanics certificate. A list of these acceptable MOS positions that was current as of March 2001 can be found in Appendix A.

NOTE: Before requesting credit for a specific MOS or before joining the military, the individual should get a current list of the acceptable MOS codes from the local FAA Flight Standards District Office (FSDO) and compare it against the MOS that he or she has or is applying for (see Appendix B for a list of the FSDOs). When the 18/30 month requirement is satisfied the applicant should ensure that the MOS code is properly identified on his or her DD-214 Form, Certificate of Release or Discharge from Active Duty.

(1) In addition to the MOS code on the DD-214 form the applicant must have a letter from the applicant’s executive officer, maintenance officer, or classification officer that certifies the applicant’s length of military service, the amount of time the applicant worked in each MOS, the make and model of the aircraft and/or engine on which the applicant acquired the practical experience, and where the experience was obtained.

(2) Time spent in training for the MOS is NOT credited toward the 18/30 month practical experience requirement. As with experience obtained from civilian employment the applicant that is using military experience to qualify must set aside additional study time to prepare for the written and oral/practical tests. Having an acceptable MOS does not mean the applicant will get the credit for practical experience. Only after a complete review of the applicant’s paperwork, and a satisfactory interview with an FAA Airworthiness inspector to ensure that the applicant did satisfy part 65, subpart D, will the authorization be granted.

c. An individual can attend one of the 170 FAA 14 CFR part 147 Aviation Maintenance Technician Schools nationwide. These schools offer training for one mechanic’s rating or both. Many schools offer avionics courses that cover electronics and instrumentation.

(1) A high school diploma or a General Education Diploma (GED) is usually an entrance requirement for most schools. The length of the FAA-approved course varies between 12 months and 24 months, but the period of training is normally shorter than the FAA requirements for on-the-job training.

(2) Upon graduation from the school, the individual is qualified to take the FAA exams. A positive benefit of attending a part 147 school is that the starting salary is sometimes higher for a graduate than for an individual who earns his certification strictly on military or civilian experience.

d. To apply to take the mechanic written test, the applicant must first present his or her part 147 certificate of graduation or completion, or proof of civilian or military practical experience, to an FAA inspector at the local FSDO.

(1) Once the FAA inspector is satisfied that the applicant is eligible for the rating(s) requested, the inspector signs FAA Form 8610-2, Airman Certificate and/or Rating Application. There are three kinds of written tests: Aviation Mechanic General (AMG), Aviation Mechanic Airframe (AMA), and Aviation Mechanic Powerplant (AMP).

(2) The applicant must then make an appointment for testing at one of the many computer testing facilities world-wide. Contact the nearest FSDO for the nearest computer testing facility. The tests are provided on a cost basis but test results are immediate. If an applicant fails a test, then he or she must wait 30 days to either retake the test or provide the testing facility with documentation from a certificated person that the applicant has received instruction in each of the subject areas previously failed, or have the bottom portion of AC Form 8080-2, Airman Written Test Report, properly filled out and signed. The retest covers all subject areas in the failed section. All written tests must be completed within a 24-month period.

(3) For a list of computer testing locations contact the nearest FSDO or access the internet at <http://www.fedworld.gov>. A list of sample general airframe and powerplant test questions are also available at the same internet site.

e. Oral and Practical Skill Test Requirements. These tests are given on a fee for services basis by a Designated Mechanic Examiner (DME). A list of the DMEs is available at the local FSDO. The oral and practical tests cover all 43 technical and regulatory subject areas and combine oral questions with demonstration of technical skill. A test for a single rating (airframe or powerplant) commonly requires 8 hours to complete.

(1) If a portion of the test is failed, he or she will have to wait 30 days to retest. However, the applicant can be retested in less than 30 days if the applicant presents a letter to the DME showing that the applicant has received additional instruction in the areas that he or she has failed, a retest can be administered covering only the subject(s) failed in the original test.

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

/s/ Louis C. Cusimano for
Ava L. Mims
Acting Director, Flight Standards Service

**APPENDIX A.
MILITARY OCCUPATIONAL SPECIALTY CODES**

Following are both the updated, new, and the older MOS codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard dated March 2001. The new codes are used for active duty time after January 1990. The older codes are still valid for persons wishing to credit their military aviation maintenance experience toward meeting the requirements of the FAA airframe and powerplant mechanic certificate.

U.S. ARMY CODES

Updated MOS Codes	New MOS Codes	Title	Creditable Experience
67G 10/20/30/40		Utility Aircraft Repairer	Airframe & Powerplant
67H 10/20/30/40		Observation Aircraft Repairer	Airframe & Powerplant
67N 10/20/30/40		Utility Helicopter Repairer	Airframe & Powerplant
67R 10/20/30/40		AH-64 Helicopter Repairer	Airframe & Powerplant
67S 10/20/30/40		Scout Helicopter Repairer	Airframe & Powerplant
67T 10/20/30/40		Tact/Transport Helicopter Repairer	Airframe & Powerplant
67U 10/20/30/40		Medium Helicopter Repairer	Airframe & Powerplant
67V 10/20/30/40		Observe/Scout Helicopter Repairer	Airframe & Powerplant
67X 10/20/30/40		Heavy Lift Helicopter Repairer	Airframe & Powerplant
67Y 10/20/30/40		AH-1 Helicopter Repairer	Airframe & Powerplant
67Z 50		Aircraft Maintenance Sr. Sergeant	Airframe & Powerplant
68B 10/20/30		Aircraft Powerplant Repairer	Powerplant
68D 10/20/30		Aircraft Powertrain Repairer	Powerplant
68G 10/20/30		Aircraft Structural Repairer	Airframe
68K 40		Aircraft Components Repair Supervision	Airframe & Powerplant

U.S. AIR FORCE CODES

Current MOS Codes	1992-MOS Codes	Prior to 1992 MOS Code	Title	Creditable Experience
2A333	45234	43131	Tactical Aircraft Main. Apprentice	Airframe
2A353	45254	43151	Tactical Aircraft Main. Journeyman	Airframe & Powerplant
2A373	45274	43171	Tactical Aircraft Main. Craftsman	Airframe & Powerplant
2A390	45299	43191, 43199	Tactical Aircraft Main. Superintendent	Airframe & Powerplant
2A531	45730, 45732	43131, 43132, 43133, 45333	Aerospace Maintenance Apprentice	Airframe
2A551	45750, 45752	43151, 43152, 43153, 45353	Aerospace Maintenance Journeyman	Airframe & Powerplant
2A571	45770, 45772	43171, 43172, 43173, 45373	Aerospace Maintenance Craftsman	Airframe & Powerplant
2A590	45799	43191, 43199	Aerospace Maintenance Superintendent	Airframe & Powerplant
2A532	45731	43130	Helicopter Maintenance Apprentice	Airframe
2A552	45751	43150	Helicopter Maintenance Journeyman	Airframe & Powerplant
2A572	45771	43170	Helicopter Maintenance Craftsman	Airframe & Powerplant
2A590	45791	43190, 43199	Helicopter Maintenance Superintendent	Airframe & Powerplant
2A631	45430	42632, 42644, 43132	Aerospace Propulsion Apprentice	Powerplant
2A651	45450	42652, 42653, 43152	Aerospace Propulsion Journeyman	Powerplant
2A671	45470	42672, 42673, 43172	Aerospace Propulsion Craftsman	Powerplant
2A690	45490	42692, 42693, 43192	Aerospace Propulsion Superintendent	Powerplant
2A635	45434	42334	AC Pneudraulic System Maintenance Apprentice	Airframe
2A655	45454	42354	AC Pneudraulic System Maintenance Journeyman	Airframe
2A675	45474	42374	AC Pneudraulic System Maintenance Craftsman	Airframe
2A690	45494	42396	AC Pneudraulic System Maintenance Superintendent	Airframe

U.S. AIR FORCE CODES (Continued)

Current MOS Codes	1992-MOS Codes	Prior to 1992 MOS Codes	Title	Creditable Experience
2A636	45235, 45435, 45436	42330, 42331	AC Electrical & Environmental System Apprentice	Airframe
2A656	45255, 45455, 45456	42350, 42351	AC Electrical & Environmental System Journeyman	Airframe
2A676	45275, 45475, 45476	42370, 42371	AC Electrical & Environmental System Craftsman	Airframe
2A690	45295, 45495, 45496	42390	AC Electrical & Environmental System Superintendent	Airframe
2A733	45832	42731, 42735	Aircraft Structural Main. Apprentice	Airframe
2A753	45852	42751, 42755	Aircraft Structural Main. Journeyman	Airframe
2A773	45872	42771, 42775	Aircraft Structural Main. Craftsman	Airframe
2A793	45899	42799	Aircraft Structural Main. Superintendent	Airframe

U.S. COAST GUARD CODES

OLD MOS Codes	New MOS Codes	Title	Creditable Experience
AD		Aviation Machinist Mate	Airframe & Powerplant
AE		Aviation Electrician	Airframe
AM		Aviation Structural Mechanic	Airframe & Powerplant
AMT		Aviation Maintenance Technician	Airframe & Powerplant

U.S. NAVY CODES

Current MOS Codes	Title	Creditable Experience
AD-6402	Reciprocating Engine Technician	Powerplant
AD-6409	J-57 Turbojet Engine Mechanic	Powerplant

U.S. NAVY CODES (Continued)

Current MOS Codes	Title	Creditable Experience
AD-6410	F-110 Turbofan Jet Engine Technician	Powerplant
AD-6414	TF-41 Turbofan Jet Engine Technician	Powerplant
AD-6415	TF-30 Turbofan Jet Engine Mechanic	Powerplant
AD-6416	J-52 Turbojet Engine Mechanic	Powerplant
AD-6417	T-400 Turboshaft Jet Engine Mechanic	Powerplant
AD-6418	T-56 Turboprop Engine Mechanic	Powerplant
AD-6419	T-58 Turbofan Jet Engine Mechanic	Powerplant
AD-6420	T-404 Turbofan Jet Engine Mechanic	Powerplant
AD-6421	TF-34 Turbofan Jet Engine Mechanic	Powerplant
AD-6422	Test Cell Operator Maintainer	Powerplant
AD-6423	T-56-425/426 Turboprop Engine and Propeller Mechanic	Powerplant
AD-6424	T-64 Turboshaft Jet Engine and Propeller Mechanic	Powerplant
AD-6426	T-700 Turboshaft Jet Engine Mechanic	Powerplant
AD-6428	J-85 Turboshaft Engine Mechanic	Powerplant
AM-7232	Structural Repair Technician	Airframe

NOTE: The following NECs may qualify for both an A and/or P rating. FSDOs will need to evaluate individual to determine appropriate rating:

8235	E-6 Flight Engineer	Airframe &/or Powerplant
8251	P-3 Flight Engineer	Airframe &/or Powerplant
8252	C-130 Flight Engineer	Airframe &/or Powerplant

NOTE: The following NECs are aircraft specific and are awarded to individuals advancing from the AD (powerplant), AM (structure), AE (electronics), or AT (avionics). The only individuals that should be given consideration for an A and/or P rating are ones who have held an AM or AD rating. Therefore, the FSDO needs to determine individuals' background to ascertain if they have held an AM or AD rating. If so, then the FSDO can determine, through the interview process, on whether the individual meets the qualifications for an A and/or P rating:

8303	CH/MH-53E Systems Organizational Main. Tech.	Airframe OR Powerplant
8305	C2/E2 Systems Organizational Main. Tech.	Airframe OR Powerplant
8306	E-2C Group II Systems Organizational Main. Tech.	Airframe OR Powerplant
8318	C-130 Systems Organizational Main. Tech.	Airframe OR Powerplant
8319	P-3 Systems Organizational Main. Tech.	Airframe OR Powerplant
8332	EA-6B Systems Organizational Main. Tech.	Airframe OR Powerplant
8335	F-14B/D Systems Organizational Main. Tech.	Airframe OR Powerplant

U.S. NAVY CODES (Continued)

8341	F/A-18E/F Systems Organizational Main. Tech.	Airframe OR Powerplant
8342	F/A 18 Systems Organizational Main. Tech.	Airframe OR Powerplant
8343	E-6A Systems Organizational Main. Tech.	Airframe OR Powerplant
8345	F-14 Systems Organizational Main. Tech.	Airframe OR Powerplant
8346	S-3A Systems Organizational Main. Tech.	Airframe OR Powerplant
8378	H-60 Systems Organizational Main. Tech.	Airframe OR Powerplant
8379	H-46 Systems Organizational Main. Tech.	Airframe OR Powerplant
8380	UH-1N Systems Organizational Main. Tech.	Airframe OR Powerplant

U.S. MARINE CORPS CODES

Updated MOS Codes	New MOS Codes	Title	Creditable Experience
6012		Aircraft Mechanic	Airframe
6013	6213	Aircraft Mechanic	Airframe
6014		Aircraft Mechanic	Airframe
6015	6212	Aircraft Mechanic	Airframe
6016	6216	Aircraft Mechanic	Airframe
6017	6217	Aircraft Mechanic	Airframe
6018		Aircraft Mechanic	Airframe
6019		Aircraft Maintenance Chief	Airframe & Powerplant
6022	6223	Aircraft Powerplant Mechanic J-52	Powerplant
6024		Aircraft Powerplant Mechanic T-76	Powerplant
6025	6222	Aircraft Powerplant Mechanic Rolls Royce Pegasus	Powerplant
6026	6226	Aircraft Powerplant Mechanic T-56	Powerplant
6027	6227	Aircraft Powerplant Mechanic F-404	Powerplant
6028		Aircraft Powerplant Mechanic	Powerplant
6029		Aircraft Powerplant Mechanic	Powerplant
6053	6253	Aircraft Structures Mechanic	Airframe
6055	6252	Aircraft Structures Mechanic	Airframe
6056	6256	Aircraft Structures Mechanic	Airframe
6057	6257	Aircraft Structures Mechanic	Airframe
6059	6019	Aircraft Airframe Maintenance Chief	Airframe
6112		Helicopter Mechanic	Airframe
6113		Helicopter Mechanic	Airframe
6114		Helicopter Mechanic	Airframe
6119	6019	Helicopter Maintenance Chief	Airframe & Powerplant
6122		Helicopter Powerplant Mechanic T-58	Powerplant
6123		Helicopter Powerplant Mechanic T-58	Powerplant
6152A		Aircraft Structures Mechanic	Airframe
6153A		Aircraft Structures Mechanic	Airframe
6154A		Aircraft Structures Mechanic	Airframe
6155A	6156	Aircraft Structures Mechanic	Airframe
6172		Helicopter Crew Chief CH-46	Airframe & Powerplant
6173		Helicopter Crew Chief CH-53	Airframe & Powerplant
6174		Helicopter Crew Chief H-1/AH-1	Airframe & Powerplant
6175		Tilt Rotor Crew Chief V-22	Airframe & Powerplant
	6116	Tilt Rotor Mechanic	Airframe

U.S. MARINE CORPS CODE (Continued)

Updated MOS Codes	New MOS Codes	Title	Creditable Experience
	6124	Helicopter Powerplant Mech. T-400/T-700	Powerplant
	6178	Presidential Helicopter Crew Chief VH-60N	Airframe & Powerplant
	6179	Presidential Helicopter Crew Chief VH-3D	Airframe & Powerplant

**APPENDIX B.
FLIGHT STANDARDS DISTRICT OFFICE'S ADDRESSES**

ALASKAN REGION

ANCHORAGE FSDO-03
4510 W. International Airport Road
Anchorage, AK 99502-1088
COM: (907)-271-2000
FAX: (907)-271-4777

JUNEAU FSDO-05
1873 Shell Simmons Drive
Juneau, AK 99801
COM: (907)-586 7532
FAX: (907)-586-8833

FAIRBANKS FSDO-01
6450 Airport Way, Suite 2
Fairbanks, AK 99709
COM: (907)-457-0276
FAX: (907)-479-9650

CENTRAL REGION

DES MOINES, FSDO
3021 Army Post Road
Des Moines, IA 50321
COM: (515)-285-9895
FAX: (515)-285-7595

WICHITA FSDO-07
1801 Airport Road
Mid-Continent Airport
FAA Building, Room 103
Wichita, KS 67209
COM: (316)-941-1200
FAX: (316)-946-4420

SAINT LOUIS FSDO-03
10801 Pear Tree Lane, Suite 200
St. Ann, MO 63074
COM: (314)-429-1006
FAX: (314)-429-6367

LINCOLN FSDO-09
3841 Aviation Rd.
Suite 120
Lincoln, NE 68524
COM: (402)-475-1738
FAX: (402)-474-7013

KANSAS CITY FSDO-05
10015 N. Executive Hills Blvd.
Kansas City, MO 64153
COM: (816)-891-2100
FAX: (816)-891-2155

EASTERN REGION

ALBANY FSDO-1
7 Airport Park Blvd.
Latham, NY 12110
COM: (518)-785-5660
FAX: (518)-785-7165

ALLEGHENY FSDO-03
Graham Building, Suite 300
3000 Lebanon Church Rd
West Mifflin, PA 15122-2630
COM: (412)-466-5357
FAX: (412)-466-3749

ALLENTOWN FSDO-5
961 Marcon Blvd., Suite 111
Allentown, PA 18103
COM: (610)-264-2888
FAX: (610)-264-3179

BALTIMORE FSDO-07
890 Airport Park Rd. Suite 101
Glen Burnie, MD 21061-2559
COM: (410)-787-0040
FAX: (410)-787-8708

CHARLESTON FSDO-09
301 Eagle Mountain Road
Yeager Airport, Room 144
Charleston, WV 25311-1093
COM: (304)-347-5199
FAX: (304)-343-2011

FARMINGDALE FSDO-11
Administration Bldg., Suite. 235
Route 110, Republic Airport
Farmingdale, NY 11735-1583
COM: (631)-755-1300
FAX: (631)-694-5516

PHILADELPHIA FSDO-17
2 International Plaza, Suite 110
Philadelphia, PA 19113-1504
COM: (610)-595-1500
FAX: (610)-595-1519

HARRISBURG FSDO-13
Rm. 101, Administration Bldg.
400 Airport Drive
New Cumberland, PA 17070-2489
COM: (717)-774-8271 x206
FAX: (717)-774-8327

RICHMOND FSDO-21
5707 Huntsman Rd., Suite 100
Richmond Int'l Airport, VA 23250-2415
COM: (804)-222-7494
FAX: (804)-222-4843

ROCHESTER FSDO-23
1 Airport Way, Suite 110
Rochester, NY 14624
COM: (716)-436-3880
FAX: (716)-436-2322

TETERBORO FSDO-25
150 Fred Wehran Drive, Rm. 1
Teterboro Airport
Teterboro, NJ 07608
COM: (201)-393-6700
FAX: (201)-288-7308

WASHINGTON DC FSDO-27
PO Box 17325
Washington FSDO-27
Washington/Dulles Int'l Airport
Washington, DC 20041-0325
COM: (703)-661-8160
FAX: (703)-661-8744
Mailing address: 600 W. Service Rd
Chantilly, VA 22021

GREAT LAKES REGION

DUPAGE FSDO-03
31W 775 N. Avenue
DuPage Airport
West Chicago, IL 60185-1056
COM: (630)-443-3100
FAX: (630)-443-3155

CINCINNATI FSDO-05
Lunken Airport, Executive Bldg.
4240 Airport Road, Ground Floor
Cincinnati, OH 45226
COM: (513)-533-8110
FAX: (513)-533-8420

COLUMBUS FSDO, GL-07
3939 Int'l Gateway, 2nd Floor
Port Columbus Int'l Airport
Columbus, OH 43219
COM: (614)-237-1039
FAX: (614)-231-0920

GRAND RAPIDS FSDO-09
PO Box 888879
Grand Rapids, MI 49588-8879
COM: (616)-954-6657
FAX: (616)-940-3140

INDIANAPOLIS FSDO-11
8303 W. Southern Avenue
Indianapolis, IN 46241
COM: (317)-487-2400
FAX: (317)-487-2429

MILWAUKEE FSDO-13
4915 South Howell Avenue
Milwaukee, WI 53207
COM: (414)-486-2920
FAX: (414)-486-2921

MINNEAPOLIS FSDO-15
6020 28th Ave. South Rm. 201
Minneapolis-St. Paul Int'l Airport
Minneapolis, MN 55450
COM: (612)-713-4211
FAX: (612)-713-4195

SOUTH BEND FSDO 17
1843 Commerce Drive
South Bend, IN 46628
COM: (219)-245-4600
FAX: (219)-233-9387

SPRINGFIELD FSDO-19
1250 North Airport Drive, Suite 1
Springfield, IL 62707-8417
COM: (217)-744-1910
FAX: (217)-744-1947

FARGO FSDO-21
1801 23rd Avenue N., Rm. 216
Fargo, ND 58102
COM: (701)-232-8949
FAX: (701)-235-2863

DETROIT FSDO-23
Willow Run Airport, East Side
800 Beck Road, Room 6
Belleville, MI 48111
COM: (734)-487-7222
FAX: (734)-487-7221

CLEVELAND FSDO-25
Great Northern Technology Park II
25249 Country Club Blvd
North Olmstead, OH 44070
COM: (440)-686-2001
FAX: (440)-686-2080

GREAT LAKES REGION-(Continued)

RAPID CITY FSDO-27
Flight Standards District Office
909 St. Joseph St., Suite 700
Rapid City, SD 57701-2699
COM: (605)-737-3050
FAX: (605)-737-3069

MINNEAPOLIS CMO-01
6020 28th Avenue, S. Room 202
Minneapolis, MN 55450
COM: (612)-713-4211
FAX: (612)-713-4204

NEW ENGLAND REGION

BEDFORD FSDO-01
Civil Air Terminal, 2nd floor
Hanscom Field
Bedford, MA 01730-2616
COM: (781)-274-7130
FAX: (781)-274-6725

PORTLAND FSDO-05
Portland International Jetport
2 Al McKay Avenue
Portland, ME 04102-1999
COM: (207)-780-3263
FAX: (207)-780-3296

WINDSOR LOCKS FSDO-03
Building 85-214, 1st Floor
Bradley International Airport
Windsor Locks, CT 06096-1009
COM: (860)-654-1000
FAX: (860)-654-1009

NORTHWEST MOUNTAIN REGION

SEATTLE FSDO-01
1601 Lind Ave., SW
Renton, WA 98055-4056
COM: (1-800)-354-1940
FAX: (425)-227-1810

HELENA FSDO-05
2725 Skyway Drive, Suite 1
Helena Regional Airport
Helena, MT 59601
COM: (406)-449-5270
FAX: (406)-449-5275

DENVER FSDO 03
26805 E. 68th Ave., Suite. 200
Denver, CO 80249-6361
COM: (303)-342-110
FAX: (303)-342-1176

SALT LAKE CITY FSDO-07
116 North 2400 West
Salt Lake City, UT 84116
COM: (800)-532-00268
FAX: (801)-524-5329

CASPER FSFO-04
905 Werner Court, Suite 320
Casper, WY 82601-1312
COM: (307)-261-5425
FAX: (307)-261-5424

PORTLAND FSDO-09
Portland-Hillsboro Airport
1800 NE 25th Avenue, Suite 15
Hillsboro, OR 97124
COM: (503)-681-5500
FAX: (503)-681-5555

NORTHWEST MOUNTAIN REGION-(Continued)

BOISE FSDO-11
3295 Elder Street
Airport Plaza, Suite 350
Boise, ID 83705-4712
COM: (208)-334-1238
FAX: (208)-334-9261

SPOKANE FSDO-13
6133 E. Rutter Avenue
Spokane, WA 99212
COM: (509)-353-2434
FAX: (509)-353-2122

SOUTHERN REGION

LOUISVILLE, FSDO-01
Watterson Tower, 11th Floor
1930 Bishop Lane
Louisville, KY 40218-1921
COM: (502) 582-5941
FAX: 502-582-6735

ATLANTA, FSDO-11
1701 Columbia Avenue
(Campus Building 2-110)
College Park, GA 30337
COM: (404)-305-7200
FAX: (404)-305-7215

NASHVILLE, FSDO-03
2 Int'l Plaza Dr.
Suite 700
Nashville, TN 37217
COM: (615)-781-5430
FAX: (615) 781-5436

COLUMBIA, FSDO-13
125-B Summer Lake Dr.
West Columbia, SC 29170
COM: (803)-765-5931
FAX: (404)-253-3999

GREENSBORO FSDO-05
6433 Bryan Blvd
Greensboro, NC 27409
COM: (336)-662-1000
FAX: (336)-662-1080

ORLANDO, FSDO-15
Citadel International, Suite 500
5950 Hazeltine National Dr.
Orlando, FL 32822-5023
COM: (407)-816-0000
FAX: (407)-816-0507

JACKSON, FSDO-07
120 N Hangar Drive, Suite C
Jackson, MS 39208
COM: (601)-965-4633
FAX: (601)-965-4636

FT LAUDERDALE, FSDO-17
1050 Lee Wagener Blvd., Ste 201
Ft. Lauderdale, FL 33315
COM: (954)-356-7520
FAX: (954)-356-7531

BIRMINGHAM FSDO 09
1500 Urban Ctr. Dr, Suite 250
Vestavia Hills, AL 35242
COM: (205)-731-1557
FAX: (205)-731-0939

MIAMI, FSDO-19
8600 NW 36th Street, Rm 201
Miami, FL 33166
COM: (305)-716-3400
FAX: (305)-716-3455

SOUTHERN REGION-(Continued)

SAN JUAN, FSDO-21
Suite 901, La Torre De Las Americas
525 F.D. Roosevelt Avenue
Hato Rey, PR 00918-1198
COM: (787)-764-2538
FAX: (787)-764-2641

CHARLOTTE, FSDO-33
4700 Yorkmont Road, Room 203
Charlotte, NC 28208
COM: (704)-344-6488
FAX: (704)-344-6485

MEMPHIS FSDO-25
3385 Airways Blvd., Suite 30
Memphis, TN 38116
COM: (901)-544-3801
FAX: (901)-544-4205

TAMPA FSDO-35
5601 Mariner St., Suite 310
Tampa, FL 33609
COM: (813) 639-1540
FAX: (813) 639-1551

SOUTHWEST REGION

ALBUQUERQUE FSDO-01
ABQ International Airport
1601 Randolph Rd SE,
Suite 200N
Albuquerque, NM 87106
COM: (505)-764-1200
FAX: (505)-764-1233

LUBBOCK FSDO-13
Lubbock Airport
Route 3, Box 51
Lubbock, TX. 79401-9712
COM: (806)-740-3800
FAX: (806)-740-3809

BATON-ROUGE FSDO-03
FAA Building, Ryan Airport
9191 Plank Road
Baton Rouge, LA 70811
COM: (504)-358-6800
FAX: (504)-358-6875

OKLAHOMA FSDO-15
The Parkway Building
1300 S. Meridan, Suite 601
Oklahoma City, OK 73108
COM: (405)-951-4200
FAX: (405)-951-4282

DALLAS-FSDO-05
3300 Love Field Drive
Dallas, TX 75235
COM: (214)-902-1800
FAX: (214)-902-1872

SAN ANTONIO FSDO-17
International Airport
10100 Reunion Place, Suite 200
San Antonio, TX 78216
COM: (210)-308-3300
FAX: (210)-308-3399

HOUSTON FSDO-09
13100 Space Center Blvd., Ste. 5400
Houston, TX 77059-3598
COM: (713)-212-9700
FAX: (713)-212-9759

FORT WORTH FSDO-19
Fort Worth Alliance Airport
2260 Alliance Boulevard
Fort Worth, TX 76177
COM: (817)-491-5000
FAX: (817)-491-5014

LITTLE ROCK FSDO-11
1701 Bond St, Adams Field
Little Rock, AR 72202-5733
COM: (501)-918-4400
FAX: (501)-918-4403

WESTERN PACIFIC REGION

VAN NUY FSDO-1
16501 Sherman Way, Ste. 330
Van Nuys, CA 91406
COM: (818)-904-6291
FAX: (818)-786-9732

LONG BEACH FSDO-05
5001 Airport Plaza Dr, Ste. 100
Long Beach, CA 90815
COM: (562)-420-1755
FAX: (562)-420-6765

SCOTTDALE FSDO-7
17777 N. Perimeter Drive, Suite 101
Scottsdale, AZ 85255
COM: (480)-419-0111
FAX: (480)-419-0800

SAN DIEGO FSDO-9
8525 Gibbs Drive, Suite 120
San Diego, CA 92123
COM: (619)-557-5281
FAX: (619)-279-3241

RENO FSDO-11
4900 Energy Way
Reno, NV 89502
COM: (702)-858-7700
FAX: (702)-858-7737

HONOLULU FSDO-13
135 Nakolo Place
Honolulu, HI 96819-1845
COM: (808)-837-8307
FAX: (808)-837-8399

SAN JOSE FSDO-15
1250 Aviation Avenue, Suite 295
San Jose, CA 95110-1130
COM: (408)-291-7681
FAX: (408) 279-5448

FRESNO, FSDO-17
Fresno Air Terminal
4955 E. Anderson, Suite 110
Fresno, CA 93827
COM: (559)-487-5306
FAX: (559)-454-8808

LAS VEGAS FSDO-19
7181 Amigo St., Suite 180
Las Vegas, NV 89119
COM: (702) 269-1445
FAX: (702) 269 8013

RIVERSIDE FSDO-21
6961 Flight Road
Riverside Municipal Airport
Riverside, CA 92504-1991
COM: (909)-276-6701
FAX: (909)-689-4309

LOS ANGELES FSDO-23
2250 E. Imperial, Ste. 140
El Sequendo, CA 90245
COM: (310)-215-2150
FAX: (310)-645-3768

SACRAMENTO FSDO-25
6650 Belleau Wood Lane
Sacramento, CA 95822
COM: (916)-422-0272
FAX: (916)-422-0462

OAKLAND FSDO-27
8517 Earhart Road, Suite 100
Oakland, CA 94621-4500
COM: (510) 273-7155
FAX: (510) 632-4773