

APPRENTICE MAINTENANCE TEST PILOT

Also, see General Requirements of All Classifications on page 3

SUMMARY:

Performs flights and demonstrates proficiency during standardization flights on aircraft. Performs performance data calculations for takeoff, cruise, and landing configurations of aircraft in which the individuals are qualified.

1. Performs pre-flight, in-flight and post-flight procedures in accordance with Company, Army or Air Force directives depending on assignment.
2. Performs operational ground checks (leak check, 14 day run ups etc.). Makes appropriate (verbal or written log entry) recommendations to assist ground personnel in correcting deficiencies.
3. Performs flight duties to support maintenance test pilots during test flights, maintenance operation checks (MOC), aircraft recovery and ferry flights.
4. Keeps abreast of and complies with FAA and local flying regulations and safety procedures as applicable for the job.
5. Maintains proficiency in basic flight maneuvers, appropriate aircraft emergency procedures and instrument flying consistent with Army or Air Force technical publications and Company requirements.
6. Briefs and demonstrates operational and emergency procedures to flight crew and non-crew members.

OTHER DUTIES AND RESPONSIBILITIES:

1. When not actually engaged in the physical operation of the aircraft, must be willing to be engaged in study, preparation and personal development to further physical and mental skills required to operate aircraft.
2. Operates motor vehicles in performance of assigned duties.
3. Required to participate in instrument flight simulator training.
4. May be required to fly profile flights, which may include NVG and PNVS.
5. Completes records as required by TAMMS-A necessary to record aircraft and / or engine performance data. Completes maintenance documentation accurately using Integrated Maintenance Data System (IMDS) and required forms, and must show proficiency in IMDS within ninety (90) days when assigned to the Air Force Project.

QUALIFICATION REQUIREMENTS:

1. Must demonstrate successfully the ability to start, run-up, fly, navigate and land aircraft that the individual is qualified to operate.
2. Must hold a valid and current FAA Commercial Pilot certificate with rotorcraft and instrument ratings in the aircraft class (fixed, rotary or both) for which a position is offered.
3. Must hold a valid FAA Instrument rating in the designated aircraft class for which job is offered.
4. Must have recorded (and proof presented) a minimum of one thousand (1,000) hours as pilot in command in the specific aircraft class for which a position is offered. Must have recorded (and proof presented) a minimum of one thousand five hundred (1,500) hours of pilot in command in the specific aircraft class for which a position is offered with five hundred (500) hours experience in helicopters of which at least two hundred fifty (250) hours must have been in the UH-1 H or Bell 205 when assigned to the Air Force Project. Fifty percent of minimum flight time of pilot in command can be in commercial aircraft similar to or already in the Army or Air Force's inventory when position is offered.

EDUCATIONAL EXPERIENCE:

High school diploma or equivalent — General Educational Development (GED) certificate.

MATHEMATICAL SKILLS:


1. Ability to add, subtract, multiply and divide in all units of measure, using whole integers, common and decimal fractions.
2. Ability to compute rates, ratios, percentages, and interpolations necessary for aircraft and engine performance.

PHYSICAL REQUIREMENTS:

1. Must hold a valid and current FAA or military Class II Medical Certificate as prescribed by the Government. Must undergo initially and annually thereafter, flight physical(s) prior to piloting an U. S. Army or Air Force aircraft.

OTHER REQUIREMENTS:


1. Bargaining unit employees currently on the active payroll of the Company shall be offered, by seniority, the Apprentice program and re-classification prior to outside hiring if they meet the minimum qualifications identified in the education and experience above.
2. Qualified or previously qualified employees within the specified classification will not be downgraded into this classification.
3. The Apprentice will be required to satisfactorily perform 100% of the OJT requirements during the on-the-job training phase of the apprenticeship.
4. In no event will an Apprentice work independently from a fully qualified MTP or Standardization pilot.
5. Apprentices may be temporarily assigned to a different shift or location/work center in accordance with the Collective Bargaining Agreement (CBA) to receive and complete the required practical training.
6. Employees in this classification will not compete for, nor work overtime, until all permanent and temporary employees in the MTP classification on the same shift, location, and project have been offered the overtime. At no time will an Apprentice work overtime alone without a MTP.
7. Apprentices that fail to successfully complete the AMOC II program within 180 days will be removed from the apprentice program and may be terminated from the company, subject to the grievance procedure unless extended by mutual agreement.
8. All Apprentices will be indefinitely laid off in accordance with Section 4.7 of the CBA prior to the indefinite layoff of any employees qualified within the classification.
9. Apprentices will be assigned to an MDS upon entering the Apprentice Program and will remain on the same MDS for the duration of their apprenticeship program. Apprentices may be assigned to any project as determined by the Company.
10. Upon completion of Apprenticeship and progression to the classification in which the employee apprenticed, employee will be held on the MDS for a twenty four (24) month period in accordance with the Collective Bargaining Agreement (CBA).


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