

**STATE OF WISCONSIN
CLASSIFICATION SPECIFICATION

AIRCRAFT MECHANIC**

I. INTRODUCTION

A. Purpose of This Classification Specification

This classification specification is the basic authority under ER 2.04, Wis. Adm. Code, for making classification decisions relative to present and future positions performing aircraft maintenance activities which requires a license from the Federal Aviation Administration. This classification specification will not specifically identify every eventuality or combination of duties and responsibilities of positions that currently exist, or those that result from changing program emphasis in the future; rather, it is designed to serve as a framework for classification decision making in this occupational area.

Classification decisions must be based on the “best fit” of the duties within the existing classification structure. The “best fit” is determined by the majority (i.e., more than 50%) of the work assigned to and performed by the position when compared to the class concepts and definition of this specification or through other methods of position analysis. Position analysis defines the nature and character of the work through the use of any or all of the following: definition statements; listing of areas of specialization; representative examples of work performed; allocation patterns of representative positions; job evaluation guide charts, standards or factors; statements of inclusion and exclusion; licensure or certification requirements; and other such information necessary to facilitate the assignment of positions to the appropriate classification.

B. Inclusions

This classification encompasses positions performing technical aircraft maintenance and repair that requires a license from the Federal Aviation Administration (FAA) and specialized knowledge of FAA rules and regulations pertaining to aircraft maintenance and inspection.

C. Exclusions

Excluded from this classification are the following types of positions:

1. Positions, which meet the statutory definition of supervisor or management as, defined in Wis. Stats. 111.81(19) and (13) as administered and interpreted by the Wisconsin Employment Relations Commission.
2. Positions which, for a majority of the time (i.e., more than 50%), utilize a wide variety of machine and toll processes in production, assembly, repair or installation of mechanical or laboratory equipment and instruments and are more appropriately classified within the Mechanician classification series.

3. Positions which, for a majority of the time (i.e., more than 50%), are responsible for duties associated with piloting single and multi-engine aircraft and are more appropriately classified as Aircraft Pilot.
4. All other positions that are more appropriately identified by other classification specifications.

D. Entrance Into This Classification

Employees typically enter this classification by competitive examination

II. DEFINITIONS

AIRCRAFT MECHANIC

This is technical maintenance and repair work on single and multi-engine aircraft. Positions allocated to this classification are responsible for performing annual and progressive inspections, as required by the FAA; and performing, inspecting or approving, for return to service, an aircraft after a major repair or major alteration. Positions make independent decisions regarding air safety and regulatory compliance. This work requires possession of a FFA Airframe and Powerplant Certificate. Work is performed under general supervision.

III. QUALIFICATIONS

The qualifications required for these positions will be determined at the time of recruitment. Such determinations will be made based on an analysis of the goals and worker activities performed, and by an identification of the education, training, work, or other life experience which would provide reasonable assurance that the knowledge and skills required upon appointment have been acquired. Special Requirements: Possession of a FFA Airframe and Powerplant Certificate.

IV. ADMINISTRATIVE INFORMATION

This classification was created, as a result of the Aircraft Pilot Survey, effective May 21, 2000 and announced in Bulletin CLR/SC-112. Positions in this classification were formerly classified as Aircraft Mechanic 1 or 2, which was abolished effective May 21, 2000 and announced in Bulletin CLR/SC-112.