

# *Airspace System Inspection Pilot*





Aviation has become an integral part of American life. In the 1960's, only 25 percent of Americans had ever flown commercially. In the late 1980's, that figure had jumped to 72 percent or 450 million passengers annually. By the year 2000, this number is expected to reach 800 million passengers.

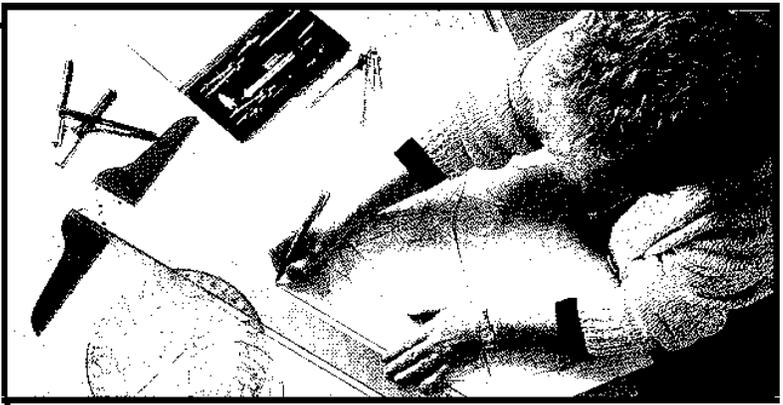
The Federal Aviation Administration (FAA) plays a key role in ensuring that the U.S. aviation system, the busiest and safest in the world, complies with established standards. The FAA is responsible for quality assurance of the National Airspace System.

One of the critical areas of the quality assurance picture is the flight inspection program, a program offering challenging career opportunities to the professional pilot.



Airspace system inspection pilots develop instrument flight procedures and flight inspect air navigation aids (NAVAIDS) to certify that the NAVAIDS support the instrument flight procedures. The FAA performs flight inspections on all United States Government-owned NAVAIDS worldwide. The FAA also provides flight inspection services for privately-owned U.S. NAVAIDS and for more than 30 foreign countries.

Instrument flight procedures developed encompass: departure procedures, airways, intersections, holding areas, arrival and departure routes, and approach and missed approach procedures. The NAVAIDS inspected include NDB, VOR, TACAN, DME, ILS, MLS, LORAN-C, GPS, associated visual aids, such as approach light systems, and air traffic control radars and communications.



Flight inspection is a multi-faceted process which must consider the human factors aspects of the procedure, the flyability of the procedure, and the safety of the procedure (clearance from obstacles, etc.). In addition, flight inspection involves assuring that the signal in space produced by the NAVAIDS meets internationally accepted standards and tolerances. Highly sophisticated electronic equipment operated by the pilot, copilot, and airborne electronic technician records, analyzes, and stores the received signal parameters necessary to assure a safe National Airspace System.

FAA pilots fly complex aircraft powered by reciprocating, turboprop, and turbojet engines to accomplish flight inspection missions. These aircraft are equipped with avionics such as flight directors, internal navigation systems, electronic flight information systems, and numerous communications and navigation equipment. Inspections are performed under visual and instrument meteorological conditions, day or night.

The FAA is a world leader in the use of automation to develop instrument flight procedures, utilizing digitized terrain maps and a data base containing comprehensive airspace, airport, NAVAID, and obstacle data.

Some airspace system inspection pilots also serve as instructors at the FAA Academy, located in Oklahoma City, Oklahoma, where they provide flight inspection and instrument procedures development training for FAA, military, and foreign governments.





Airspace system inspection pilots are hired at the grade GS-9, GS-11, or GS-12 levels. Initially, they serve as copilots on flight inspection missions in order to gain practical knowledge of terminal and enroute instrument flight procedures. Further on-the-job training and formal instruction are provided in preparation for greater responsibilities and advancement to higher grade levels.

Airspace system inspection pilots work for the FAA Aviation Standards National Field Office in Oklahoma City, OK, or its Flight Inspection Field Offices located throughout the world (Anchorage, AK; Sacramento, CA; Atlanta, GA; Honolulu, HI; Battle Creek, MI; Atlantic City, NJ; Oklahoma City, OK; Frankfurt, Germany; and Tokyo, Japan); or as instructors at the Mike Monroney Aeronautical Center, FAA Academy, in Oklahoma City.

The number of airspace system inspection pilots needed to manage this quality assurance system is small--less than 200. While vacancies in such a select occupation are few, the FAA is constantly searching for the very best men and women to fulfill this vital component of the National Airspace System. The FAA is looking for those who set the example today, yet wish to set the standards for tomorrow for the finest aviation system in the world. Take command of your career by pursuing a course which will reap long-standing professional benefits. If being a part of an elite group of professionals is your goal, this may be the job for you.

## **QUALIFICATIONS**

Applicants must demonstrate that they have the knowledge and skills required for the work of an airspace system inspection pilot by meeting the minimum flight hour and recency of flight experience requirements as indicated below:

### **MINIMUM FLIGHT HOUR REQUIREMENTS**

Category	Flight Hours	
	GS-9	GS-11/12
Total Flight Time	1200	1500
Pilot-In-Command	250	250
Night Flying	50	75
Multiengine Airplane	100	500
Instrument	50	75

**Note:**

**Total Flight Time Category:** Flight time as a pilot-in-command or as a copilot in aircraft of any weight or category is creditable for this requirement.

**Instrument Category:** At the GS-9 level, at least 5 of the required instrument flight hours must have been logged in actual instrument weather. At the GS11 and GS-12 levels, at least 10 of the required instrument flight hours must have been logged in actual instrument weather. The balance may have been acquired in a flight simulator or as other types of instrument flight time, e.g., hood instrument.

### **RECENCY OF FLIGHT EXPERIENCE**

Applicants must have a minimum of 100 flight hours in the last 12 months.

### **FLIGHT EXPERIENCE**

All applicants must show:

- general knowledge and skills to pilot aircraft,

**AND**

- specific knowledge and skills related to the particular position.

In addition, in order to qualify at the GS-12 level, applicants must have one year of experience performing as a pilot or copilot on flight inspection missions. This must include skill in positioning aircraft with extreme precision.

**OR**

Experience which demonstrates the ability to develop instrument flight procedures. This includes knowledge of pertinent regulations, policies, and criteria; air carrier and general aviation operations; NAVAIDS; and aircraft and pilot limitations and capabilities.

## **CERTIFICATES AND RATINGS**

Applicants must have a current commercial pilot certificate with single and multiengine land and instrument airplane ratings. All positions require an airline transport pilot (ATP) certificate. Applicants without an ATP certificate will be required to complete the ATP written examination successfully within 60 days after entry on duty.

## **MEDICAL REQUIREMENTS**

Applicants must possess a first class medical certificate in accordance with FAA regulations. Failure to maintain the first class medical while employed will result in removal from the occupation and possibly the Federal service.

## **DRUG TESTING PROGRAM**

An initial drug screen is required before entry on duty. Once hired, employees are subject to further screenings on a random or an as needed basis.

## **INTERVIEW/FLIGHT CHECK**

Before appointment, applicants will be required to appear for an interview. The purpose of the interview is to evaluate certain personal characteristics to determine the applicant's ability to perform the duties of the position successfully. Applicants will be questioned about information in their applications and will be required to show appropriate certificates, ratings, logbooks, or other appropriate records of flight time.

Applicants will be required to demonstrate instrument proficiency in a multiengine airplane.

## **EVALUATION CRITERIA**

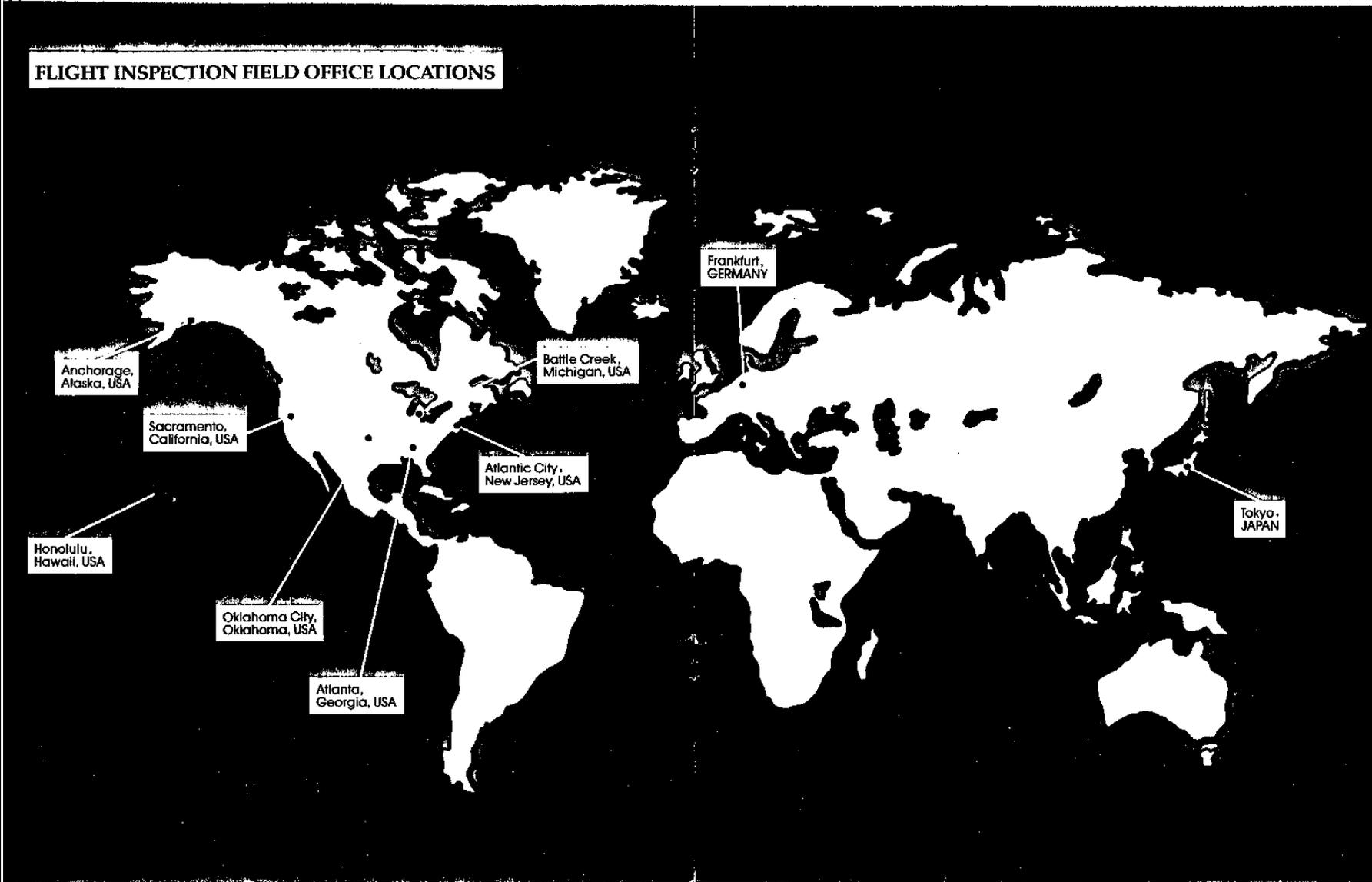
Applicants will be rated on the quality of their experience as it pertains to the specific position to be filled. This is based on the information provided on the Application for Federal Employment (SF-171) and Supplemental Qualifications Statement-- Record of Aeronautical Experience (OPM Form 1170/21).

## **CITIZENSHIP**

All applicants must be United States citizens at the time of application for airspace system inspection pilot positions.



**FLIGHT INSPECTION FIELD OFFICE LOCATIONS**



Anchorage,  
Alaska, USA

Sacramento,  
California, USA

Honolulu,  
Hawaii, USA

Oklahoma City,  
Oklahoma, USA

Atlanta,  
Georgia, USA

Battle Creek,  
Michigan, USA

Atlantic City,  
New Jersey, USA

Frankfurt,  
GERMANY

Tokyo,  
JAPAN

## APPLICATION PROCEDURES

### HOW TO APPLY

The following forms must be submitted:



Application for Federal Employment (SF171)

Be sure to complete the sections designated for:

- the title of the announcement,
- the announcement number, AND
- the lowest grade or salary you will accept.

Be sure to describe all pertinent work experience and provide information on the type of aircraft operated including the gross takeoff weight of the aircraft.

- Some positions will involve:
- instructing others;
- applying leadership skills;
- writing technical material;
- dealing with members of industry, local, state, and foreign governments;
- applying a knowledge of mathematics, electronics, and computer technology; and
- applying organizational, managerial, and administrative skills.

Therefore, it is very important that complete information on relevant training, education, and experience be provided.



Supplemental Qualifications Statement—Record of Aeronautical Experience (OPM Form 1170/21)



If claiming 10-Point Veteran Preference: Application for 10-Point Veteran Preference (SF-15) and documentary proof as required (see back of form).

### AVAILABILITY

Please refer to the map on pages 8 and 9 which shows the locations of the Flight Inspection Field Offices (FIFO's). Applicants must indicate the locations for which they are interested in receiving employment consideration.

(Note: Positions in Honolulu, Frankfurt, and Tokyo are normally filled from within the FAA's work force by full-performance level airspace system inspection pilots.)

## **WHERE TO GET THE FORMS**

The necessary forms may be obtained from the:

- Aviation Careers Examining Division (see address below)

OR

- Office of Personnel Management (consult your local telephone directory for addresses and telephone numbers).

## **WHERE TO SEND THE FORMS**

Completed application packages should be sent to:

Federal Aviation Administration  
Aviation Careers Examining Division  
P.O. Box 25082, ATTN: AAC-80 (ASIP)  
Oklahoma City, OK 73125

## **WHAT HAPPENS TO APPLICATIONS**

Each application will be evaluated against the requirements of the positions. This evaluation will be based on the extent and quality of the experience, training, and education as described on the application forms.

Each application will be rated for all grades for which the applicant is eligible, taking into consideration the lowest acceptable grade or salary indicated on the application form.

A Notice of Results will be issued to each applicant showing the grade levels for which rated and whether eligible or ineligible for each grade level. No numerical score will be assigned.

## **INCOMPLETE APPLICATIONS**

Insufficient information regarding an applicant's qualifications for airspace system inspection pilot positions, as well as incomplete forms, may result in an ineligible rating.

## **LENGTH OF ELIGIBILITY**

Eligible applicants will be given employment consideration for one year. At the end of the one-year period, eligibility will expire, and applicants must reapply to reestablish further eligibility for employment consideration.



## **EMPLOYMENT CONSIDERATION**

Eligible applicants will be evaluated against the requirements of specific positions.

Applicants referred for employment consideration may be contacted for interviews. Referral is not a guarantee of an interview or of being hired. The applications of those not hired will be returned to the Aviation Careers Examining Division and will be available for further referral during each applicant's period of eligibility. An application cannot be referred to more than one location at a time unless a shortage of applicants exists.

## **CONDITIONS OF EMPLOYMENT AND BENEFITS**

### **SECURITY (SUITABILITY) INVESTIGATION**

This investigation will include inquiries to former employers and/or educational institutions. In addition, it will include a review of Federal Bureau of Investigation, military, and police files. If the investigation reveals any derogatory information concerning an applicant's conduct, reliability, character, trustworthiness, or loyalty to the U.S. Government, the applicant may be removed from employment consideration. Falsification of any information may result in removal from employment consideration or, if discovered after appointment, may result in separation from employment.

### **PROBATIONARY PERIOD**

The first year of permanent employment after appointment from a competitive register constitutes the probationary period. During this year, each employee's abilities, attitudes, and work habits are observed to determine suitability for retention in the Federal civil service. An employee may be dismissed at any time during probation if it appears that retention would not be in the best interest of the FAA.

### **TRAINING**

All required training must be completed successfully, and all required certificates must be obtained. Also, satisfactory performance of assigned duties at all levels is required. Otherwise, employees may be reassigned, demoted, or dismissed from the airspace system inspection pilot occupation or the FAA.

### **WORK SCHEDULE**

Airspace system inspection pilots may work irregular work schedules depending on the needs

of the organization and may be required to work on weekends and holidays.

In addition, travel away from home up to 50% of the time may be required.

### **VACATION AND SICK LEAVE**

Employees earn annual leave for vacations and other purposes which require time away from their jobs, according to the number of years (civilian and creditable military service) they have been in the Federal service as follows:

- 13 days a year for the first 3 years
- 20 days a year for the next 12 years
- 26 days a year after 15 years

Employees may carry a maximum of 240 hours of unused annual leave over into a new leave year. Any annual leave in excess of 240 hours that is not used prior to the end of the leave year will be forfeited.

Sick leave is earned at the rate of 13 days a year. This leave can be used when incapacitated for duty because of illness, injury, pregnancy, and for medical appointments.

### **HOLIDAYS**

In addition to annual leave, employees will be paid for each Federal holiday. Currently, there are 10 paid Federal holidays each year.

## **BASE PAY**

Base pay is determined by the duties and the grade level of each employee's position.

## **OVERTIME PAY/SPECIAL PAY CONSIDERATIONS**

Some employees may be entitled to additional pay in accordance with prevailing regulations.

## **COST-OF-LIVING ALLOWANCE**

Cost-of-living allowances are provided for employees assigned to certain duty posts such as Alaska and Hawaii.

## **DEDUCTIONS THAT WILL AFFECT TAKE-HOME PAY**

The FAA will automatically deduct Federal taxes (and State taxes if employees work in States that have agreements with the U. S . Treasury Department for such withholdings). In addition, a percentage of base pay is deducted and deposited to employees' accounts to provide them with incomes upon retirement. A tax-deferred Thrift Savings Plan is available to supplement retirement. Employees may choose to join a union and authorize dues to be deducted from their salaries. If employees elect health and/or life insurance coverage, premiums will be deducted from their salaries. Also, employees may have allotments deducted from their salaries for deposit in financial institutions, such as credit unions or banks. United States savings bonds may be purchased voluntarily through the Payroll

Savings Plan by automatic deduction.

## **WITHIN-GRADE INCREASES**

Employees may get an increase in salary without a change in position or grade. There are steps in the salary range of each grade to which they progress after periods of satisfactory service. Supervisors must certify that employees are performing the duties of their positions successfully in order for them to get within-grade increases.

## **LIFE INSURANCE**

Unless employees decline the benefit, they will be covered by term life insurance without taking physical examinations. Two kinds of insurance are provided, life insurance and accidental death and dismemberment insurance, in amounts which usually are at least \$2,000 more than the annual base pay. The

minimum amount of each kind of protection is \$10,000.

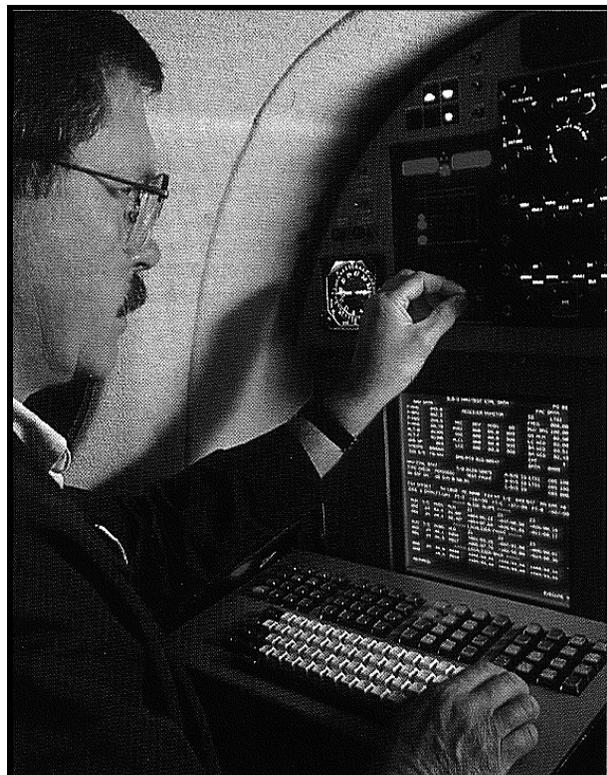
The Government pays one-third of the premium cost, and employees pay the remainder.

Employees who enroll for the basic life insurance may purchase optional insurance, for which they pay the full premiums, also through payroll deductions. They may elect coverage under one or more of the following options:

Option A—an additional \$10,000;  
Option B—an amount equal to one, two, three, four, or five times their annual base pay (rounded to the next \$1,000);

OR

Option C—coverage for eligible family members (\$5,000 for spouse and \$2,500 for each dependent child).



## **HEALTH INSURANCE**

Employees have the opportunity to enroll in a group health benefits plan with better rates and protection than they can get with an individual plan. Ordinarily, they may enroll or change plans only at initial employment or during an "open season," which usually occurs once a year. Through the health benefits program, they get guaranteed protection for themselves and their families which cannot be canceled by the plan. There are no medical examinations, generally no waiting period, and no restrictions because of age or physical condition. The Government contributes toward the costs of the plans. Each employee pays a share of the cost through regular payroll deductions. Protection continues after retirement (if the stipulated requirements are met) at the same cost as for active employees.

## **RETIREMENT**

New employees are covered by the Federal Employees' Retirement System. This system provides that, in addition to Social Security coverage, employees will be covered by a guaranteed basic annuity and be eligible to participate in a Thrift Savings Plan. The Thrift Savings Plan is a tax-deferred savings plan similar to an Individual Retirement Account.

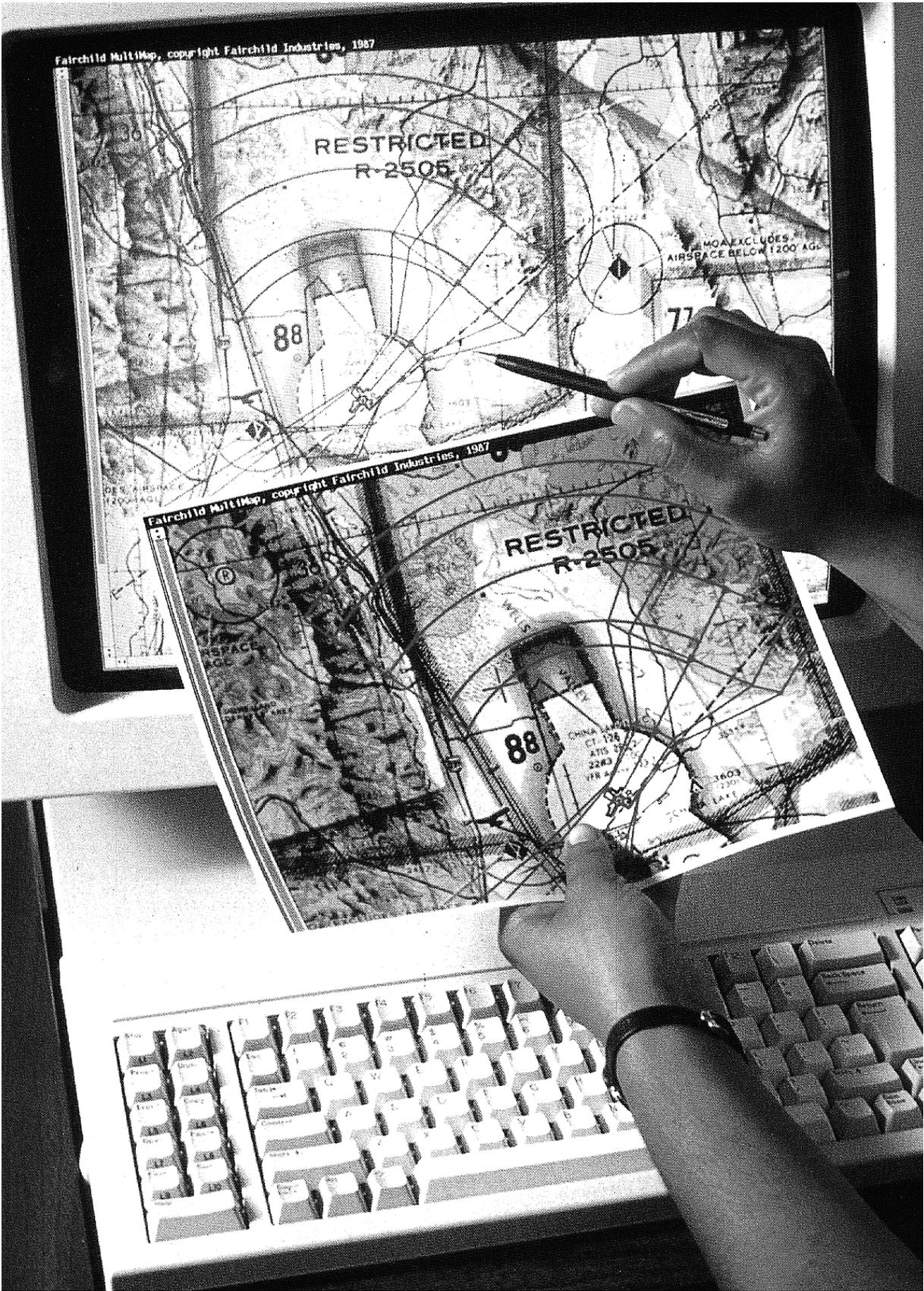
Individuals who were civil service employees prior to January 1, 1984, may be covered under a different plan, i.e., the Civil Service Retirement System. Former civil service employees should check with the employment office considering them to determine which rules apply to them.

## **NEPOTISM**

It is the policy of the FAA that close relatives may not be assigned to any position in which one relative may directly or indirectly supervise, control, or influence the work or the employment status of another relative.

## **EQUAL EMPLOYMENT OPPORTUNITY**

All qualified applicants will receive consideration for employment without regard to race, religion, color, national origin, political affiliation, marital status, nondisqualifying handicap, sex, or age.



**Airspace System Inspection Pilot**  
**GS-2181-9/11/12**  
**Announcement No. FAA/ASIP-01**  
**Date 11-89**

