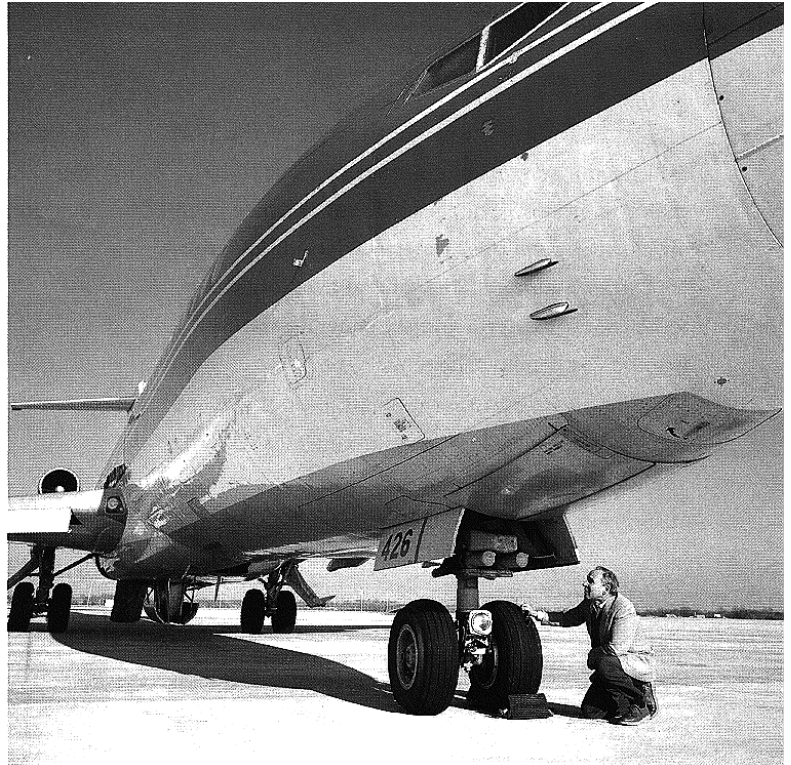


# Aviation Safety Inspector





*Air carrier maintenance inspection.*



**A**VIATION HAS BECOME AN INTEGRAL PART OF AMERICAN LIFE. In the 1960's, only 25 percent of Americans had ever flown commercially. Last year, that figure had jumped to 72 percent, with the U.S. aviation system serving some 450 million passengers. By the mid 1990's, this number is expected to rise to 750 million passengers, or over 2 million passengers a day.

The Federal Aviation Administration (FAA) plays a key role in making sure that this U.S. aviation system, which is the busiest in the world, continues to be the safest. The FAA's safety responsibilities cover almost every facet of aviation, including the certification of aircraft, pilots, mechanics, and those involved in aircraft manufacturing.

The FAA is responsible for approving new aircraft design and overseeing production. Each civil aircraft in the U.S. must be certificated by the FAA as airworthy before it is allowed to fly. The FAA also is responsible for certificating pilots, currently numbering almost 800,000, and another 500,000 persons involved in aviation maintenance, aircraft manufacturing, and aviation training.

The FAA's inspectors are the core of the FAA safety team responsible for carrying out these major functions. They provide surveillance over air carrier operations, general aviation operations, air carrier maintenance, general aviation maintenance, air carrier avionics, general aviation avionics, and manufacturing.

Aviation safety inspectors are located throughout the United States in approximately 90 flight standards district offices and 40 manufacturing inspection



*Air carrier flight check.*

district offices. These inspectors are responsible for the implementation and oversight of safety regulations and compliance of these regulations. They are experienced pilots, mechanics, and avionics technicians. They specialize in the airworthiness or operation of aircraft, and they ensure compliance in air carrier and general aviation operations, maintenance, or avionics.

Manufacturing inspectors administer and enforce safety regulations and standards for the production of air carrier and general aviation aircraft. These inspectors monitor assigned manufacturing facilities, where they are involved in the production certification of aircraft and aeronautical product

*General aviation flight check.*



manufacturers, the original airworthiness certification of civil aircraft, the import/export of aeronautical products, and the identification and marking of civil aeronautical products.

On a daily basis, operations, maintenance, and avionics inspectors may administer tests for a variety of certificates and ratings, ensure compliance at FAA-certificated schools and repair stations, and conduct inspections on aircraft, including homebuilt airplanes.

An additional role is the investigation of accidents and incidents in cooperation with the National Transportation Safety Board (NTSB), the Federal agency primarily responsible for investigating accidents. The task of the inspector is to determine the cause or factors resulting in the accident or incident. Every avenue is explored to determine the cause, including failure to comply with Federal Aviation Regulations regarding aircraft certification and registration, maintenance procedures, pilot certification, and airworthiness directives.

When in the course of an inspection inspectors find an aircraft or pilot not in compliance with Federal Aviation Regulations, they may suggest an enforcement action. Enforcement can range from administrative actions to civil penalties and possible certificate suspension.

Aviation safety inspectors speak to student groups about career opportunities in the field of aviation. They conduct seminars and briefings on the meaning of Federal Aviation Regulations for pilots, mechanics, corporate officials, and manufacturers and testify in administrative law hearings and trials.

*Manufacturing inspection.*





The inspector's expertise is the basis on which the system of safety regulation depends, but this expertise is only the beginning. One's skill and knowledge as an inspector will be constantly updated. Because of technological changes, inspectors will be 'given recurrent training on state of the art' systems and equipment throughout their careers, generally at locations other than their assigned duty stations.

The FAA needs highly qualified people with expertise to perform this vital work. Inspectors play an important and immediate role in the FAA's efforts to maintain the safest of the world's airspace systems. An inspector position will offer you an opportunity to work on your own, to serve the aviation industry, and to receive recognition from your peers.

*Air carrier operations inspection.*





*General aviation operations inspection.*

Specific qualifications for each of the specialized assignments can be found on the following pages: Operations Inspectors-page 7; Maintenance Inspectors-page 9; Avionics Inspectors-page 11; Manufacturing Inspectors-page 13.

For all inspector specializations you must have:

- Not more than two separate incidents involving Federal Aviation Regulations violations in the last 5 years;
- A valid State driver's license from any State;
- Fluency in the English language;
- A high school diploma or equivalent; and
- No chemical dependencies or drug abuse problems which could interfere with job performance.

In addition, you must meet the following physical requirements:

- Have good vision in each eye and be able to

read without strain printed material the size of typewritten characters (glasses or contact lenses are permitted);

- Have the ability to hear the conversational voice (hearing aid permitted);
- Not have any physical condition which would cause you to be a hazard to yourself or others or which would interfere with your capability to fly as a passenger in a variety of aircraft;

AND, if you apply for one of the operations inspector specializations, you also must:

- Possess a valid first class medical certificate in accordance with Federal Aviation Regulations;
- Pass initial medical examinations as prescribed by the Federal Aviation Administration; and
- Pass required drug screening. (The medical examination and drug screening will be repeated during your career.)

# **A** PPLICATION PROCEDURES

## **HOW TO APPLY**

The following forms should be submitted.

- Application for Federal Employment (Standard Form 171). Be sure to include:
  - The title of this announcement;
  - The specialization(s) for which you are applying;
  - The announcement number; and
  - The lowest grade level or salary you will accept.

On this form be sure to reflect all work experience pertinent to the specialty for which you are applying.

For example, if you are applying for an operations position, all periods of pilot experience must be reflected on your application. **Any application with incomplete information will be returned with an ineligible notice of results.**

If you had dual responsibilities, for example pilot/mechanic or mechanic/lead mechanic, be sure to list the percentage of time you spent on each activity. Also list the types of aircraft and whether they were heavy (over 12,500 pounds gross takeoff weight) or light (12,500 pounds and under gross takeoff weight).

- Supplemental Qualifications Statement, Aviation Safety Inspector, GS-1825 (FAA Form 3330-47).
- **IF YOU ARE APPLYING FOR OPERATIONS POSITIONS:**  
Supplemental Record Of Aeronautical Experience (OPM Form 1170/21).
- **IF YOU ARE CLAIMING 10-POINT VETERANS PREFERENCE:**
  - Claim for 10-point Veterans' Preference (Standard Form 15), and
  - Documentary proof as required.

10-point preference may be granted to an individual with a service-connected disability; a Purple Heart recipient; or a widow, widower, spouse, or mother of a disabled veteran.

## **WHERE TO GET THE FORMS**

The forms listed under the "How to Apply" heading may be obtained from the Office of Personnel Management, FAA human resource management divisions, FAA flight standards district offices, manufacturing inspection district offices, or the Special Examining Division (see address below).

## **WHERE TO SEND THE FORMS**

Your completed application package should be sent to:

DOT, FAA Mike Monroney Aeronautical Center  
Special Examining Division  
P.O. Box 25082, ATTN: AAC-80-ANN  
Oklahoma City, Oklahoma 73125

## **WHAT HAPPENS TO YOUR APPLICATION**

Your application will be evaluated against the qualifications requirements for your elected specialty. This evaluation will be based on the extent and quality of the experience described on your application. Your application will be evaluated for the lowest grade or salary you will accept and any higher grades covered by the announcement.


A Notice of Results will be issued showing the specialties and grade levels for which you were evaluated and whether you are eligible or ineligible for each. No numerical score will be assigned.


## **INCOMPLETE APPLICATIONS**

If you have a sufficient amount of qualifying work experience for the position for which you are applying which is not reflected on the application, you will be rated ineligible, and your application will be returned to you. Also, if any portion of the other required forms is left blank, you will be rated ineligible, and your application will be returned to you. Since this will cause you to resubmit your application with the additional information, there will be a significant delay in the rating of your application. Therefore, you should carefully complete all forms.



# Operations Inspectors

 Air carrier operations inspectors have responsibility for scheduled and supplemental air carriers, air travel clubs, and commercial operators (large multiengine aircraft over 12,500 pounds gross takeoff weight).

 General aviation operations inspectors have responsibility for single and multiengine aircraft (including multiengine aircraft over 12,500 pounds gross takeoff weight) used for pleasure, air taxi service, industry, and agriculture.

## DUTIES INCLUDE:

- Examining airmen (pilots, flight instructors, etc.) for initial and continuing certification;
- Examining airmen (pilots, dispatchers, flight engineers, etc.) for initial and continuing qualification;
- Evaluating airman training programs, equipment, and facilities;
- Evaluating the operations of air carriers and similar commercial aviation operations for adequacy of facilities, equipment, procedures, and overall management to ensure safe operation of the aircraft;
- Evaluating the operations of air taxis and similar commercial aviation operations for adequacy of facilities, equipment, procedures, and overall management to ensure safe operation of the aircraft;
- Investigating and reporting on accidents, incidents, and violations.

## OPERATIONS INSPECTORS REQUIRE:

- An airline transport pilot certificate or commercial pilot certificate with instrument airplane rating;
- Pilot experience in large multiengine aircraft (over 12,500 pounds gross takeoff weight);
- Single and multiengine land airplane ratings;
- A valid flight instructor certificate with single and multiengine airplane and instrument airplane ratings;
- Pilot experience which provided a comprehensive knowledge of operations requirements, facilities, practices, procedures, and flight activities of aircraft;
- A minimum of 1,500 total flight hours;
- Pilot-in-command experience in large aircraft (12,500 pounds gross takeoff weight) within the last 3 years;
- A minimum of 100 flight hours in the last 3 years;
- Some aviation work experience within the last 10 years;
- A minimum of 300 flight hours in the last 3 years;
- A minimum of 1,000 flight hours in the last 5 years;
- Professional flying skill demonstrated by the successful completion of a turbojet evaluation;
- Professional flying skill demonstrated by passing a flight check to commercial pilot certificate with an instrument rating standard;
- Not more than two flying accidents in the last 5 years.

## **LENGTH OF ELIGIBILITY**

You will be given employment consideration for positions for 18 months. At the end of the 18-month period, your eligibility will expire and you will have to reapply to receive further employment consideration.

## **LIMITATIONS ON APPLYING**

Applicants who are rated ineligible for these positions will be limited to reapplying once a year for the life of the announcement.

## **EMPLOYMENT CONSIDERATION**

All eligible candidates will be ranked according to the specialty, grade level, work experience, and location suitable to the vacancy to be filled.

Applicants are referred in rank order to the regions for employment consideration.

If your name is referred to a region, you may be contacted for an interview. Referral of your name to a region is not a guarantee that you will be contacted or hired. If you are not hired, your application will be returned to the Special Examining Division, where your name will be available for further referral.

Your application cannot be referred to more than one geographic location at a time unless a shortage of applicants exists.

## **INTERVIEW**

Before being appointed, you are required to appear for an interview at your own expense. The purpose of the interview is to evaluate certain personal characteristics to determine whether you possess the essential qualities to perform successfully the duties of the aviation safety inspector position. You will be asked about information on your application at this time, and you will be required to show appropriate certificates and ratings. If you are being considered for an operations position, you will be required to demonstrate proficiency in an airplane or simulator

Disqualification: You will be disqualified from employment consideration if you insist on working with one particular operator, manufacturer, or certificate holder


## **CITIZENSHIP**

You must be a United States citizen at the time you apply for an aviation safety inspector position.



# Maintenance Inspectors

 Air carrier maintenance inspectors have responsibility for scheduled and supplemental air carriers, air travel clubs, and commercial operators (large transport-category aircraft over 12,500 pounds gross takeoff weight).

 General aviation maintenance inspectors have responsibility for single and multiengine aircraft (including multiengine aircraft over 12,500 pounds gross takeoff weight) used for pleasure, air taxi service, industry, and agriculture.

## DUTIES INCLUDE:

- Evaluating mechanics and repair facilities for initial and continuing certification;
- Evaluating mechanic training programs;
- Inspecting aircraft and related equipment for airworthiness;
- Evaluating the overall maintenance programs of air carriers and similar commercial operators;
- Investigating and reporting on accidents, incidents, and violations.

## MAINTENANCE INSPECTORS REQUIRE:

- An FAA mechanic certificate with airframe and powerplant ratings;
- Aviation maintenance work experience;
- Three years of supervisory experience in aviation maintenance (a supervisor is defined to include a lead mechanic or repairman who supervises others);
- Aircraft maintenance experience in a repair station, air carrier repair facility, or military repair facility;
- Experience in maintenance and repair of airframes, powerplants, and systems of large aircraft (over 12,500 pounds gross takeoff weight) under an airworthiness maintenance and inspection program;
- Maintenance experience with aircraft under 12,500 pounds gross takeoff weight;
- Experience involving the maintenance and repair of airframes, powerplants, and aircraft systems with responsibility for certifying airworthiness;
- Maintenance experience in a repair station, airline repair facility, or military repair facility;
- Some aviation maintenance work experience within the last 3 years.

# **C**ONDITIONS OF EMPLOYMENT AND BENEFITS

## **PROBATIONARY PERIOD**

The first year of permanent employment in the Federal civil service or after appointment from an Office of Personnel Management register constitutes the probationary period. During the first year of your employment, your abilities, attitude, and work habits are carefully observed. This is done to determine your suitability for retention in the Federal service. You may be separated at any time during your probationary or trial period if it appears that your retention as an employee would not be in the best interests of the FAA.

## **TRAINING**

You must successfully complete FAA indoctrination training. Training at locations other than your official duty station may be required.

## **WORK SCHEDULE**

You may work an irregular work schedule, depending on the duties you have to perform for any given day or week. For example, one day you may work from 4:00 a.m. to 1:00 p.m. and the next day work 8:00 a.m. to 5:00 p.m. You may also be required to work on weekends and holidays. Your workweek is normally scheduled in advance. In addition, you may be required to travel away from home several nights a week while accomplishing your official duties.

## **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.

## **MILITARY RESERVE STATUS**

If you are a member of the Ready Reserve, you may be granted military leave with pay and without charge to annual leave for reserve training.

## **LABOR ORGANIZATIONS**

There are labor organizations within the FAA. As an employee, you have the right to join or refrain from joining these organizations.

## **VACATION AND SICK LEAVE**

You will earn annual leave for vacations and other purposes which require time away from your job, according to the number of years (civilian plus creditable military service) you have been in the Federal service: 13 days a year for the first 3 years and 20 days a year for the next 12 years. After 15 years, you earn 26 days of annual leave each year. You 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. You can use this leave when incapacitated for duty because of illness, injury, or pregnancy and for appointments with doctors, dentists, or opticians. Sick leave that is not used will be saved for future use. It is one of the best forms of insurance you can have in case of extended periods of illness.

## **HOLIDAYS**

In addition to your annual leave, you will be paid for each Federal holiday you are in a pay status. Currently, there are 10 paid holidays each year.

## **BASE PAY**


Your base pay is determined by the duties and grade of your position.

## **OVERTIME PAY**

If you are officially required to work in excess of 8 hours in a day or 40 hours in the administrative workweek, you will be compensated by additional pay for overtime work or by time off from duty.



# Avionics Inspectors

 Air carrier avionics inspectors have responsibility for aircraft electronics systems on aircraft over 12,500 pounds gross takeoff weight.

 General aviation avionics inspectors have responsibility for aircraft electronics systems on aircraft under and over 12,500 pounds gross takeoff weight.

## DUTIES INCLUDE:

- Conducting surveillance of the avionics portion of air carrier and similar operators;
- Conducting surveillance of the avionics portion of air taxi programs;
- Evaluating avionics technicians and repair facilities;
- Inspecting aircraft and related equipment for airworthiness;
- Evaluating the overall avionics programs of air carriers and similar commercial carriers;
- Evaluating the overall avionics programs of air taxi operators, travel clubs, etc;
- Investigating and reporting on accidents, incidents, and violations.

## AVIONICS INSPECTORS REQUIRE:

- Aircraft electronics work experience;
- Work experience involving the maintenance and repair of avionics systems;
- Three years of aircraft avionics supervisory experience (a supervisor is defined to include a lead mechanic or repairman who supervises others);
- Experience involving the maintenance and repair of aircraft avionics systems on large aircraft (over 12,500 pounds gross takeoff weight);
- Aircraft avionics experience in a repair station, air carrier repair facility, or military repair facility;
- Aircraft avionics experience with aircraft under 12,500 pounds gross takeoff weight;
- Avionics experience in a repair station, airline repair facility, or military repair facility;
- Some aircraft avionics work experience within the last 3 years.

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

Cost-of-living allowances are provided for employees assigned to certain duty posts such as Alaska, Hawaii, or Puerto Rico.

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

The FAA will automatically deduct Federal taxes (and State taxes if you work in a State that has an agreement with the U.S. Treasury Department for such withholdings). In addition, a percentage of your base pay is deducted and deposited to your account to provide you with an income upon retirement. A tax-deferred Thrift Savings Plan is available to supplement your retirement. If you choose to join a union, your dues can be deducted from your salary, if you authorize it. If you elect to be covered by a health plan and/or life insurance, these too will be deducted from your salary. Also, you may have allotments deducted for deposit in financial institutions, such as credit unions or banks. United States savings bonds may be purchased voluntarily through the Payroll Savings Plan. This, too, becomes an automatic deduction if you authorize it.

## **WITHIN-GRADE INCREASES**

You 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 you progress after periods of satisfactory service. Your supervisor must certify that you are performing the duties of your position successfully in order for you to get a within- grade increase.

## **LIFE INSURANCE**

Unless you decline the benefit, you will be covered by term life insurance without taking a physical examination. 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 your annual base pay. The minimum amount of each kind of protection is \$10,000.

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

If you enroll for the basic life insurance, you may purchase optional insurance, for which you pay the full premiums, also through payroll deductions. You

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 your annual base pay (rounded to the next \$1,000); or
- Option C-coverage for eligible family members (\$5,000 for your spouse and \$2,500 for each dependent child).

## **HEALTH INSURANCE**

When you are appointed to a position in the FAA, you have the opportunity to enroll in a group health benefits plan with better rates and protection than you normally can get with an individual plan. Ordinarily, you may enroll or change plans only during "open season," which usually is conducted once a year.

Through the health benefits program, you get guaranteed protection for yourself and your family 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 cost of your plan. You pay your share of the cost through regular payroll deductions. Protection continues after retirement (if you meet the stipulated requirements) 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, you 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 retirement plan; i.e., the Civil Service Retirement System. Check with the human resource management division considering you for employment to see which rules apply in your case.



## Manufacturing Inspectors

*Manufacturing inspectors have responsibility for administering and enforcing safety regulations and standards for the production of air carrier and general aviation aircraft. Manufacturing inspectors monitor assigned manufacturing facilities.*

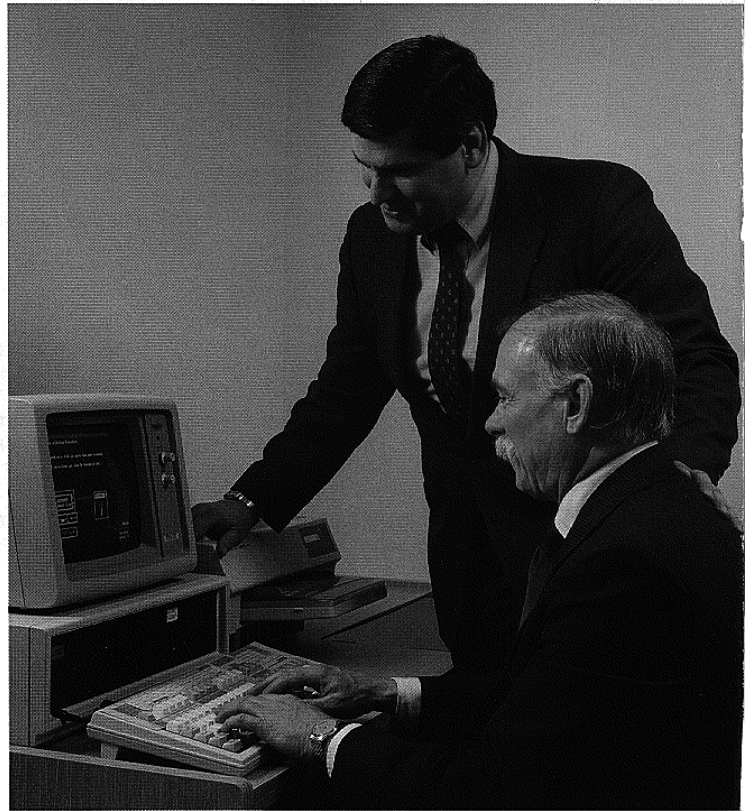
### **DUTIES INCLUDE:**

- Inspecting-prototype or modified aircraft, aircraft parts, and avionics equipment for conformity with design specifications and safety standards;
- Assuming Federal Aviation Administration certificate responsibility for assigned manufacturing facilities (this includes evaluation/surveillance of production operation and quality control operations; and
- Making original air worthiness determinations and issuing certificates for all civil aircraft, including modified, import, export, military surplus, and amateur-built aircraft.

### **MANUFACTURING INSPECTORS REQUIRE:**

- Experience in the area of quality control/quality assurance systems, methods, and techniques in the manufacture of aircraft, aircraft engines, propellers, or class II products which demonstrates the ability to determine that aircraft and related products meet the approved design criteria or the design criteria on which approval is being sought and are in condition for safe operation.
- Acceptable experience would include actual experience in a majority of the following areas: first article, in process, and final assembly inspection; quality assurance provisions of special processes; e.g., heat treating, brazing, welding, carbonizing, plating, CAD-CAM, robotics, software quality control, etc.; destructive and nondestructive inspection; manufacturing processes; airworthiness assurance; developing/implementing - quality control systems/procedures; testing procedures; and use of approved design data.
- Experience involving either the actual issuance of or having responsibility for managing programs leading to the issuance of original airworthiness certificates or original export airworthiness approvals for aircraft, aircraft engines, propellers, or class II products.
- Experience involving a combination of the above.
- Experience may have been acquired in such positions as quality control engineer, quality control/assurance supervisor/manager, quality systems auditor or service representative the technical quality control experience or as an FAA designee such as a designated manufacturing inspection representative (DMIR) or a designated airworthiness representative (DAR) authorized to perform manufacturing inspection functions on behalf of the FAA.

Note: A class II product is a major component of a class I product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, control surfaces, etc.), the failure of which would jeopardize the safety of a class I product (i.e., a complete aircraft, engine, or propeller) or any part, material, or appliance approved and manufactured under the Technical Standard Order System in the "C" series.



Form Approved  
2120-0500

## Aviation Safety Inspector Supplemental Qualifications Statement

Name \_\_\_\_\_ Social Security No. \_\_\_\_\_

**ATTENTION-This statement must be signed. Read the following paragraph carefully before signing this statement.**

A false answer to any question in this statement may be grounds for not employing

### **Equal Employment Opportunity**

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

you or for dismissing you after you begin work and may be punishable by fine or imprisonment (U.S. Code, Title 18, Sec. 1001). All statements are subject to investigation, including checks of your fingerprints, police records, and former employers. All the information you give will be considered in reviewing your statement and is subject to investigation.

Signature \_\_\_\_\_

Date: \_\_\_\_\_

*Public reporting burden for the collection of information is estimated to average 30 minutes per response for FAA Form 3330-47.*

If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to OMB and the FAA at the following addresses:

Office of Management and Budget  
Office of Information and Regulatory Affairs  
Attention: OMB Desk Officer for FAA, Room 3208  
Washington, DC 20503

AND

U.S. Department of Transportation  
Federal Aviation Administration  
Staffing Policy Division, APT-200  
800 Independence Avenue, SW.  
Washington, DC 20591

# Specializations/Work Experience Code Sheet

**Specializations:** Blacken the circle for each specialty for which you are applying.

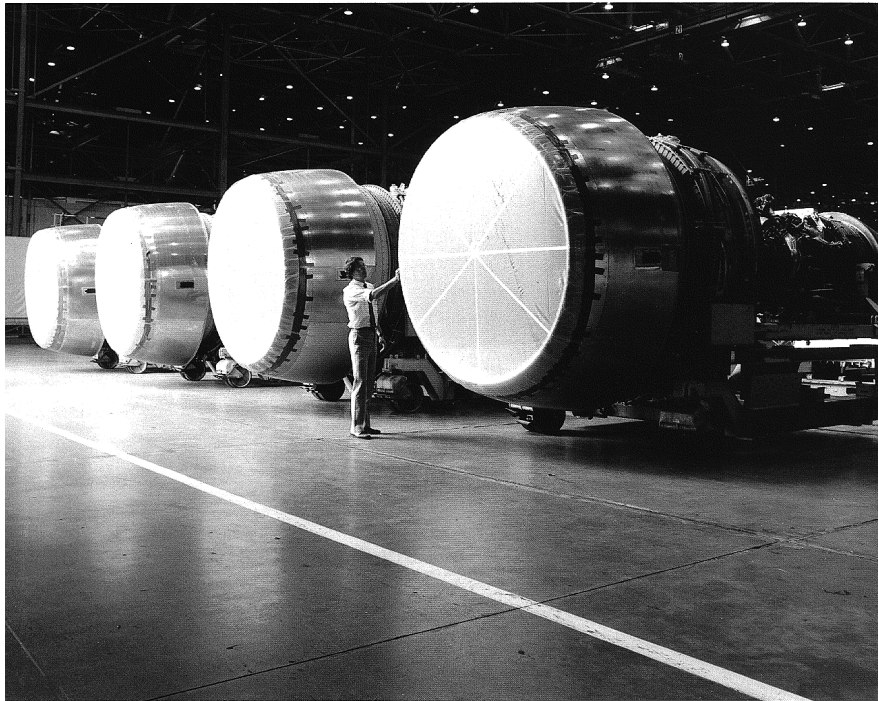
- 02 Air Carrier Avionics Inspector
- 03 General Aviation Avionics Inspector
- 04 Air Carrier Maintenance Inspector
- 05 General Aviation Maintenance Inspector
- 06 Air Carrier Operations Inspector
- 07 General Aviation Operations Inspector
- 08 Manufacturing Inspector

**Work Experience Codes:** Listed below are areas of technical expertise that you may have through work experience. Code all those areas which are applicable to your work history. For example, Paul Public is currently working for an air taxi operation but has also worked on helicopters in the U.S. Army and airplanes for a flight school. Mr. Public would code 01, 02, 06, 07, and 13.

- 01 Helicopter
- 02 Air taxi
- 03 Commuter
- 04 Scheduled air carrier
- 05 Aerial applicator
- 06 Flight school
- 07 Military
- 08 Air cargo
- 09 Type rating
- 10 College/University/Vocational-Technical-aviation related
- 11 Fixed-base operator
- 12 FAA-certified repair station
- 13 Airplanes
- 14 Self-employed-aviation related
- 15 Gliders
- 16 Lighter-than-air aircraft









# Geographic Codes

## For Aviation Safety Inspector Positions

Name \_\_\_\_\_ Social Security No \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please refer to the map of the United States which shows the locations of the flight standards district offices and the manufacturing inspection district offices. Select up to nine (9) geographic codes where you wish to receive employment consideration. Place one three-(3)-digit code in each of the blocks below. All choices are considered equal. No more than nine codes are allowed. If you are applying for only the manufacturing option, do not select code 023 or code 051. These geographic locations do not have manufacturing inspection district offices.


### Geographic Codes

012 Alabama

013 Alaska

014 Arizona

015 Arkansas

016 *Northern* California

017 *Southern* California

018 Colorado

019 Connecticut

020 *Northern* Florida

021 *Southern* Florida

022 Georgia

023 Hawaii

024 Idaho

025 Illinois

026 Indiana

027 Iowa

028 Kansas

029 Kentucky

030 Louisiana

031 Maine

032 Maryland

033 Massachusetts

034 Michigan

035 Minnesota

036 Mississippi

037 Missouri

038 Montana

039 Nebraska

040 Nevada

041 New Jersey

042 New Mexico

043 New York

044 North Carolina

045 North Dakota

046 Ohio

047 Oklahoma

048 Aeronautical Center

049 Oregon

050 Pennsylvania

051 Puerto Rico/Virgin Islands

052 South Carolina

053 South Dakota

054 Tennessee

055 *Northern* Texas

056 *Southern* Texas

057 Utah

058 Virginia

059 Washington

061 West Virginia

062 Wisconsin

063 Wyoming

080 Washington, D.C.

## Fill out this form completely and accurately.

The following information, in addition to the Standard Form 171, Application for Federal Employment, will be used in determining your eligibility for aviation safety inspector positions and your placement on the competitive register. Please complete each question accurately. The information provided on this supplemental qualifications statement must be substantiated by your application.

**For each question, circle one answer.**

**PART I All applicants must answer the questions in this part.**

1. Do you possess a valid State drivers license? Yes No
2. Are you fluent in the English language? Yes No
3. Are you a high school graduate or equivalent? Yes No
4. Are you willing to work with any assigned manufacturer/operator or certificate holder? Yes No
5. How many FAA enforcement /certificate actions have been taken against you in the last five (5) years?  
0-2    3-5    6-9    10 or more
6. Do you have work experience in both the general aviation and air carrier fields? Yes No
7. Do you have work experience in both the aircraft operations and maintenance fields? Yes No
8. Do you have experience in investigation (e.g., field representative for an aircraft manufacturer, aircraft accident investigator, legal investigator, etc.)? Yes No

**PART II Applicants must answer those questions which pertain to the specialty for which applying.**

**AIR CARRIER AVIONICS**

1. How many years' experience do you have as an aviation electronics manager or supervisor?  
0-2    3-4    5-6    7 or more
2. Do you have work experience with an air carrier (FAR 135) operator? Yes No
3. Do you have work experience with an air carrier (FAR 121) operator? Yes No
4. Do you have work experience as a quality control inspector for an air carrier (FAR 121,135) operator or repair station? Yes No
5. Have you ever attended safety seminars, manufacturers' seminars, technical seminars, etc.? Yes No  
If yes, list the date you last attended one. \_\_\_\_\_
6. Have you ever made presentations at safety seminars, manufacturers' seminars, technical seminars, etc.? Yes No

If yes, list the date you last made a presentation.

7. Are you currently or have you ever been a member of any aviation organization? Yes No  
If yes, when (give date)? \_\_\_\_\_
8. List the aviation organization(s) in which you are/were a member, if applicable.
9. Are you currently or have you ever been a chapter officer in an aviation organization? Yes No  
If yes, when (give date)? \_\_\_\_\_
10. List the aviation organization(s) in which you are/ were a chapter officer, if applicable.

**GENERAL AVIATION AVIONICS**

1. How many years experience do you have as an aviation electronics manager or supervisor?  
0-2    3-4    5-6    7 or more
2. Do you have work experience with an air carrier (FAR 135) operator? Yes No
3. Do you have experience as a designated mechanic examiner (DME)? Yes No
4. Do you have experience as a quality control inspector for an air carrier (FAR 121, 135) operator or repair station? Yes No
5. Have you ever attended safety seminars, manufacturers' seminars, technical seminars, etc.? Yes No  
If yes, list the date you last attended one. \_\_\_\_\_
6. Have you ever made presentations at safety seminars, manufacturers' seminars, technical seminars, etc.? Yes No  
If yes, list the date you last made a presentation.
7. Are you currently or have you ever been a member of any aviation organization? Yes No  
If yes, when (give date)? \_\_\_\_\_
8. List the aviation organization(s) in which you are/were a member, if applicable.
9. Are you currently or have you ever been a chapter officer in an aviation organization? Yes No  
If yes, when (give date)? \_\_\_\_\_

10. List the aviation organization(s) in which you are/ were a chapter officer, if applicable. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**AIR CARRIER MAINTENANCE**

1. How many years' experience do you have as an aviation maintenance manager or supervisor?  
0-2      3-4      5-6      7 or more
2. Has your FAA mechanic certificate with airframe and powerplant ratings ever been revoked?      Yes      No  
If yes, please give date. \_\_\_\_\_
3. Do you currently possess or have you held an inspection authorization (IA)?      Yes      No
4. Do you have work experience with an air carrier (FAR 135) operator?      Yes      No
5. Do you have work experience with an air carrier (FAR 121) operator?      Yes      No
6. Do you have work experience on aircraft electronics?      Yes      No
7. Do you have work experience as a quality control inspector for a manufacturer, air carrier operator, or repair station?      Yes      No
8. Are you currently or have you ever been a required inspection item (RII) inspector?      Yes      No
9. Have you ever attended safety seminars, manufacturers' seminars, technical seminars, etc.      Yes      No  
If yes, list the date you last attended one. \_\_\_\_\_
10. Have you ever made presentations at safety seminars, manufacturers' seminars, technical seminars, etc?      Yes      No  
If yes, list the date you last made a presentation.  
\_\_\_\_\_
11. Are you currently or have you ever been a member of any aviation organization?      Yes      No  
If yes, when (give date)? \_\_\_\_\_
12. List the aviation organization(s) in which you are/ were a member, if applicable. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
13. Are you currently or have you ever been a chapter officer in an aviation organization?      Yes      No  
If yes, when (give date)? \_\_\_\_\_
14. List the aviation organization(s) in which you are/ were a chapter officer, if applicable. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**GENERAL AVIATION MAINTENANCE**

1. How many years' experience do you have as an aviation maintenance manager or supervisor?  
0-2      3-4      5-6      7 or more

2. Has your FAA mechanic certificate with airframe and powerplant ratings ever been revoked?      Yes      No  
If yes, please give date. \_\_\_\_\_
3. Do you currently possess or have you held an inspection authorization (IA)?      Yes      No
4. Do you have work experience with an air carrier (FAR 135) operator?      Yes      No
5. Do you have work experience on aircraft electronics?      Yes      No
6. Do you have work experience as a quality control inspector for a manufacturer, air carrier operator, or repair station?      Yes      No
7. Are you currently or have you ever been a required inspection item (RII) inspector?      Yes      No
8. Are you currently or have you ever been a designated manufacturing inspection representative (DMIR)?      Yes      No
9. Are you currently or have you ever been a designated mechanic examiner (DME)?      Yes      No
10. Do you have work experience with external load operators?      Yes      No
11. Do you have work experience in parachute rigging?      Yes      No
12. Have you ever attended safety seminars manufacturers' seminars, technical seminars, etc.?      Yes      No  
If yes, list the date you last attended one. \_\_\_\_\_
13. Are you currently or have you ever been a member of any aviation organization?      Yes      No  
If yes, when (give date)? \_\_\_\_\_
14. List the aviation organization(s) in which you are/ were a member, if applicable. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
15. Are you currently or have you ever been a chapter officer in an aviation organization?      Yes      No  
If yes, when (give date)? \_\_\_\_\_
16. List the aviation organization(s) in which you are/ were a chapter officer, if applicable. \_\_\_\_\_  
\_\_\_\_\_

**AIR CARRIER OPERATIONS**

1. How many flight hours have you accrued as a pilot or copilot in the last three (3) years?  
0-49      50-99      100-149      150 and over
2. How many flight hours have you accrued as a pilot or copilot in the last five (5) years?  
0-249      250-499      500-999      1,000 and over
3. How many aviation accidents have you had in the last five (5) years?  
0-2      3-5      6-10      over 10
4. Do you possess type rating(s) in aircraft with 30 or more seats (including military equivalent)?      Yes      No

If yes, please list. \_\_\_\_\_

5. Do you have work experience with FAR 121 operators? Yes No
6. Do you have work experience with FAR 135 operators? Yes No
7. Do you have work experience on large, turbojet aircraft? Yes No
8. Are you currently or have you ever been a manager or supervisor in the operations field (e.g., director of operations for a FAR 121 operator, chief pilot, etc.)? Yes No

### GENERAL AVIATION OPERATIONS

1. How many flight hours have you accrued as a pilot or copilot in the last three (3) years?  
0-99 100-199 200-299 300 and over
2. How many flight hours have you accrued as a pilot or copilot in the last five (5) years?  
0-249 250-499 500-99 1,000 and over
3. How many aviation accidents have you had in the last five (5) years?  
0-2 3-5 6-10 over 10
4. Do you have work experience as a pilot or copilot with employers who operated under:
- |             |     |    |             |     |    |
|-------------|-----|----|-------------|-----|----|
| a. FAR 121? | Yes | No | d. FAR 135? | Yes | No |
| b. FAR 125? | Yes | No | e. FAR 137? | Yes | No |
| c. FAR 133? | Yes | No | f. FAR 141? | Yes | No |
5. Are you currently or have you ever been a member of an aviation organization? Yes No  
If yes, list the organization(s). \_\_\_\_\_  
\_\_\_\_\_
6. Are you currently or have you ever been a chapter officer for an aviation organization? Yes No  
If yes, list the organization(s). \_\_\_\_\_  
\_\_\_\_\_
7. Do you have any experience with parachutes? Yes No

### MANUFACTURING

1. Do you have work experience in establishing/implementing quality planning/inspection systems? Yes No  
If yes, how many years' experience do you have?  
0-4 5-9 10 or more
2. Do you have work experience as a quality supervisor/manager at a facility which produces FAA-approved complete aircraft, propellers, or class II products? Yes No
3. Have you had involvement in activities related to FAA type certificate (TC)/supplemental type certificate (STC) programs/projects or production approval programs? Yes No

4. Do you have work experience as a:
- a. Designated manufacturing inspection representative (DMIR)? Yes No
- b. Designated airworthiness representative (DAR)? Yes No
- c. Delegation option authorization (DOA) inspector? Yes No
5. Do you have work experience/knowledge of software quality assurance systems? Yes No
6. Do you have work experience/knowledge of quality control for composite materials/structures? Yes No
7. Do you have work experience/knowledge of non-destructive inspection (NDI) techniques? Yes No
8. Do you have work experience as a quality inspector on the flight line at a facility which produces FAA type certificated products? Yes No
9. Do you have work experience/knowledge of statistical process control (SPC) applications? Yes No
10. Have you ever been employed as a certificated mechanic or repairman directly in charge of maintenance at a manufacturer's maintenance facility (MMF)? Yes No
11. Do you have work experience in technical writing? Yes No
12. Do you have work experience with computer-aided manufacturing/inspection systems or equipment? Yes No
13. Do you have work experience with the manufacturing of navigation or flight management systems? Yes No
14. Do you have work experience in auditing procurement quality systems? Yes No

### Privacy Act Statement

This information is requested under the authority of sections 1302, 3301, and 3304 of title 5 of the U.S. Code. These sections require the Office of Personnel Management to conduct examinations for competitive positions in the Federal service. The information sought will be used to ascertain whether you may be affected by laws determining who may be tested or employed. Other possible uses of the data include disclosure to a source (e.g., former employer or school) who is requested to furnish information about you that will assist in determining whether to hire you; to a Federal, State, or local agency for checking on law violations; or to the courts where the Government is a party to a suit. Your Social Security number (SSN) is requested under authority of Executive Order 9397, which requires agencies to use the SSN as the means of identifying individuals in Government information systems. The furnishing of your SSN and the other information is voluntary. Failure to provide your SSN may result in your not receiving an accurate rating, which may hinder your chances for obtaining Federal employment. Failure to provide the other data may have the same result.

### SUPPLEMENTAL QUALIFICATIONS STATEMENT

Form Approved:  
OMB No. 50-R0481

**RECORD OF AERONAUTICAL EXPERIENCE**  
Complete and Submit this Form with Your Personal Qualifications Statement

1. Name		2. Date of Birth	3. Social Security Number	4. AIRMAN CERTIFICATES HELD							
				Type		Date Issued		Certificate Number			
				A. Airline Transport Pilot							
				B. Commercial Pilot							
				C. Private Pilot							
				D. Flight Instructor							
				E. Mechanic							
				1. Airframe							
				2. Powerplant							
				F. Flight Engineer							
				1. Turbo Jet							
				2. Recip							
				3. Turbo Prop							
				G. Medical				Class:	First	Second	Third
5. RATING RECORD											
Indicate certificate privileges for ratings below by showing appropriate letter in column 1. A = Airline Transport    B = Commercial    C = Private Show letter D for Flight Instructor Rating in column 2, where appropriate.											
1	2		1	2		<input type="checkbox"/> Type Ratings (Specify)					
		Airplane Single Engine Land			Glider						
		Airplane Single Engine Sea			Helicopter						
		Airplane Multiengine Land			Gyroplane						
		Airplane Multiengine Sea									
		Instrument Airplane			<input type="checkbox"/> Other Ratings (Specify)						
		Instrument Helicopter									
6. Classification of Flying Hours											
Type and Total Hours		Total Hours Last 12 Months	Total Hours To Date		7. Airplane Make and Model		Weight Class		Total Hours To Date		
			Pilot-in-Command	Co-Pilot			Under 12,500 Pounds	Over 12,500 Pounds	Pilot-In-Command	Co-Pilot	Flight Engineer
A. Total Pilot Time											
B. Single Engine											
C. Twin Engine											
D. Four Engine											
E. Multiengine Less Than 12,500 lbs. Gross Weight											
F. Multiengine More Than 12,500 lbs. Gross Weight											
G. Jet											
H. Actual Instrument											
I. Hood Instrument											
J. Synthetic Trainer											
K. Flight Simulator											
L. Rotorcraft											
M. Night											
N. Primary Instructor											
O. Advanced Instructor											
P. Instrument Instructor											
Q. Multiengine Instructor											
R. Scheduled Air Carrier											
S. Military Scheduled											
T. Other Military											
U. Executive Transport											
V. Total Hours Last 12 months											
W. Total Hours Last 6 years											

8. TEST PILOT EXPERIENCE											
Flight Test Pilot	Name of Company or Organization			Dates Employed Mo./Yr. to Mo./Yr.	Hours Flown	Production Test Pilot	Name of Company or Organization		Dates Employed Mo./Yr. to Mo./Yr.	Hours Flown	

9. NATURAL RESOURCE MANAGEMENT PILOT EXPERIENCE OR EQUIVALENT (Pilot-in-Command, low-level civil or military operations substantially conducted at altitudes of 500 feet or less above the ground.) List hours flown.										
Type of Aircraft		Wildfire Suppression					Other Low-Level (Specify)			
Make, Model	Recip, Jet, T-Prop	Leadplane	Airtanker	Smokejumping	Helitack	Helitank	A.	B.	C.	D.

To answer Items 10 and 11, and to add remarks to any other answer, use a separate piece of paper and staple it firmly to this form. Number your answers according to the question you are completing, for example "Item 10".

<p>10. FLIGHT INSTRUCTOR EXPERIENCE (List names and locations of schools by which you were employed or with which you were associated, inclusive dates (Mo./Yr.) for each period of employment, average hours per week worked, types of instruction given, and types of aircraft used.)</p>	<p>11. EXPLANATION OF SPECIALIZED FLYING EXPERIENCE (If you are using flying time in jet-powered, rocket-powered or other specialized types of aircraft toward meeting the flying requirements at the premium ratio permitted by the examination announcement, explain the computations which in your judgement enable you to meet the requirement.)</p>
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**PRIVACY ACT INFORMATION**

The Office of Personnel Management is authorized by section 1302 of Chapter 13 (Special Authority) and sections 3301 and 3304 of Chapter 33 (Examination, Certification, and Appointment) of Title 5 of the U.S. Code to collect the information on this form.

Executive Order 9397 (Numbering System for Federal Accounts Relating to Individual Persons) authorizes the collection of your Social Security Number (SSN). Your SSN is used to identify this form with your basic application. It may be used for the same purposes as stated on the application.

The information you provide will be used primarily to determine your qualifications for Federal employment. Other possible uses or disclosures of the information are:

- To make requests for information about you from any source (e.g., former employers or schools), that would assist an agency in determining whether to hire you;
- To refer your application to prospective Federal employers and, with your consent, to others (e.g., State and local governments) for possible employment;
- To a Federal, State, or local agency for checking on violations of law or other lawful purposes in connection with hiring or retaining you on the job, or issuing you a security clearance;
- To the courts when the Government is party to a suit; and
- When lawfully required by Congress, the Office of Management and Budget, or the General Services Administration.

Providing the information requested on this form, including your SSN, is voluntary. However, failure to do so may result in your not receiving an accurate rating, which may hinder your chances for obtaining Federal employment.

**ATTENTION – THIS STATEMENT MUST BE SIGNED**  
**Read the following paragraph carefully before signing this Statement**

A false answer to any question in this Statement may be grounds for not employing you, or for dismissing you after you begin work, and may be punishable by fine or imprisonment (U.S. Code, Title 18, Sec. 1001). All statements are subject to investigation, including a check of your fingerprints, police records, and former employers. All the information you give will be considered in reviewing your Statement and is subject to investigation.

<p><b>CERTIFICATION</b></p> <p>I CERTIFY that all of the statements made in this Statement are true, complete, and correct to the best of my knowledge and belief, and are made in good faith.</p>	<p>Signature (Sign in ink.)</p>	<p>Date Signed (Month, Day, Year)</p>
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Aviation Safety Inspector GS-1825-9/11/12  
Announcement FAA/ASI-006  
9-15-88