

Position Classification Standard for Aviation Safety Series, GS-1825

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SERIES DEFINITION

This series includes positions that involve primarily developing, administering, or enforcing regulations and standards concerning civil aviation safety, including (1) the airworthiness of aircraft and aircraft systems; (2) the competence of pilots, mechanics, and other airmen; and (3) safety aspects of aviation facilities, equipment, and procedures. These positions require knowledge and skill in the operation, maintenance, or manufacture of aircraft and aircraft systems.

This standard supersedes the previous standard for the Aviation Safety Officer Series, GS-1825, issued in April 1959, and amended in June 1961, August 1962, and February 1965.

OCCUPATIONAL INFORMATION

Aviation safety inspectors apply a broad knowledge of the aviation industry, the general principles of aviation safety, and the Federal laws, regulations, and policies affecting aviation. In addition, they apply intensive technical knowledge and skill in the operation, maintenance, or manufacture of aircraft. These three areas are discussed in more detail under Specializations and Titles.

Aviation safety inspectors develop, administer, and enforce the regulations and standards relating to aviation safety. They provide advice and guidance to many segments of the aviation industry and airmen in the interest of aviation safety. They perform the following types of duties:

- Examining and issuing certificates to pilots and other airmen.
- Evaluating and approving training methods, facilities, and equipment for pilots, mechanics, and other aviation personnel.
- Issuing certificates and inspecting and evaluating activities of aviation organizations, such as air carriers, air taxis, and repair stations for conformance with the terms of their certification.
- Monitoring the activities of aviation organizations including changes in their equipment, facilities, organization, key personnel, and overall scope of operations.
- Monitoring, inspecting, and investigating civil aviation activities in their geographic areas to ensure compliance with Federal regulations and safety requirements, instituting appropriate enforcement action as necessary. Inspectors have authority to decide whether legal or administrative action is requirements and their decisions are final.
- Participating in accident investigations from the standpoint of Federal regulatory authority.

--Advising persons desiring to enter some segment of the aviation industry on regulatory requirements, and on the facilities, equipment, personnel, and organization needed to operate safely.

--Inspecting the airworthiness of aircraft, particularly those which have undergone alteration or major repair.

--Inspecting plants that manufacture aircraft and aircraft parts to determine whether equipment, facilities, personnel, methodology, and quality control systems are adequate to produce the part or aircraft in conformance with the design specifications.

--Conducting seminars and advising pilots, mechanics, and the general aviation public on aviation safety and accident prevention.

EXCLUSIONS

The following types of positions are excluded from this series:

1. Positions for which the primary requirement is professional competence in an engineering or scientific discipline are classified in the appropriate professional series, e.g., [Aerospace Engineering Series, GS-0861](#).
2. Positions that involve primarily (1) operating aircraft, (2) assisting in the operation of aircraft as a member of the flight crew, or (3) giving flight instructions, are included in the [Aircraft Operation Series, GS-2181](#).
3. Positions that involve primarily investigation of aircraft accidents and incidents (i.e., near accidents) are included in the [Air Safety Investigating Series, GS-1815](#).
4. Positions that involve the control of air traffic to ensure the safe efficient movement of aircraft in the air and at airports are included in the [Air Traffic Control Series, GS-2152](#).
5. Positions that involve primarily technical or management work concerned with occupational safety programs, regulations, and standards are included in the [Safety Management Series, GS-0018](#), or the [Safety Engineering Series, GS-0803](#).

TITLES AND SPECIALIZATIONS

Three broad specializations are recognized in the titles for positions in this occupation: Operations, Airworthiness, and Manufacturing. The authorized titles for nonsupervisory positions are:

- Aviation Safety Inspector
- Aviation Safety Inspector (Operations)
- Aviation Safety Inspector (Airworthiness)
- Aviation Safety Inspector (Manufacturing)

Positions that require supervisory qualifications are so designated by adding the prefix "Supervisory." Positions in each of the specializations are distinguished as follows: *Aviation Safety Inspectors (Operations)* apply knowledge and skills, typically acquired as airmen (pilots, navigators, flight instructors, etc.) to develop and administer regulations and safety standards pertaining to the *operation* of aircraft. They engage primarily in the following types of assignments: (1) Examining airmen for initial certification and continuing competence; (2) evaluating airmen training programs, equipment, and facilities; and (3) evaluating the operational aspect of programs of air carriers and similar commercial and aviation operations for adequacy of facilities, equipment, procedures, and overall management to ensure safe operation of the aircraft. Aviation Safety Inspectors (Operations) may perform a variety of other inspections, investigative, and advisory duties. However, the primary requirement for positions in this specialization is knowledge and skill in the operation of aircraft.

Aviation Safety Inspectors (Airworthiness) apply knowledge and skills typically acquired as repairmen of aircraft and aircraft parts or avionics equipment to develop and administer regulations and safety standards pertaining to the *airworthiness and maintenance* of aircraft and related equipment. They engage primarily in the following types of assignments: (1) Evaluating mechanics and repair facilities for initial certification and continuing adequacy; (2) evaluating mechanics training programs; (3) inspecting aircraft and related equipment for airworthiness; and (4) evaluating the maintenance aspects of programs of air carriers and similar commercial operations, including the adequacy of maintenance facilities, equipment and procedures, the competence of personnel, the adequacy of the program or schedule for periodic maintenance and overhauls, and the airworthiness of the aircraft. Aviation Safety Inspectors (Airworthiness) may perform a variety of other inspections, investigative, and advisory duties. However, the primary requirement for positions in this specialization is knowledge and skill pertaining to the maintenance and airworthiness of aircraft.

Aviation Safety Inspectors (Manufacturing) apply primarily knowledge and skills pertaining to the design and production of aircraft, aircraft parts, and avionics equipment to develop and administer regulations and safety standards pertaining to the original airworthiness certification of aircraft, aircraft parts, and avionics equipment. They engage in the following types of assignments: (1) Inspecting prototype or modified aircraft, aircraft parts, and avionics equipment for conformity with design specifications; (2) inspecting production operations, including equipment, facilities, techniques, and quality control programs for capability to produce the

aircraft or parts in conformance with design specification and safety standards; and (3) making original airworthiness determinations and issuing certificates for all civil aircraft including modified, import, export, military surplus, and amateur-built aircraft. Aviation Safety Inspectors apply knowledge of two or more of the above specializations, where no one specialization is predominant; or apply knowledge of an aspect of aviation safety not included in the above specializations.

CLASSIFICATION CRITERIA

Two broad criteria provide the basis for classifying aviation safety inspector positions: Nature of assignment and Level of responsibility. Qualification requirements are not described separately, but have been reflected as appropriate under the two broad criteria. None of the elements discussed below should be considered alone as grade determining. In combination, however, they provide a measure of the difficulty and responsibility of positions.

Nature of assignment

This factor is described in terms of the (1) complexity, (2) purpose, and (3) scope of assignments. These elements are important in determining the level of knowledge, skill, and ability needed to complete assignments.

- (1) *Complexity of assignments* is a significant factor at each grade level and is largely dependent on the nature of the aviation operations involved and the variety and sophistication of the systems in the aircraft. Complexity in terms of aviation operations can stem from such factors as the nature of the safety and regulatory problems present, the impact on public safety and convenience, and conditions peculiar to the area where operations are conducted. The systems to a large extent determine the level of knowledge and skill needed to manufacture, operate, and maintain an aircraft. For example, inspecting multiengine turbojet aircraft with automated navigation and landing instrumentation is more complex than inspecting single or twin-engine piston aircraft flown using visual flight rules.
- (2) *Purpose of assignments* ranges from routine certification and observation to special inspections and investigations. For example, routinely, aviation safety inspectors examine pilots and mechanics who have applied for certification, and visit hangers to look over the facilities and aircraft there. In contrast, special inspections and investigations are precipitated by major changes in aviation activities that require Federal approval, or safety problems with a particular aircraft, facility, or organization.
- (3) *Scope of assignments* ranges from a limited, narrow aspect of aviation to a broad aviation program. Examples of limited, narrow assignments include (1) issuing certificates to individual airmen, mechanics, or aircraft and (2) inspecting a specific aircraft, facility, or flight operation. An example of a broad assignment is evaluating and monitoring the entire operating or maintenance program of an air carrier.

Level of responsibility

This factor is described in terms of (1) supervision received, (2) guidelines, (3) impact of decisions, and (4) personal contact.

- (1) *Supervision received* ranges from specific instructions and technical guidance at the lower grades to administrative and policy guidance and technical independence at the higher levels.
- (2) Although employees at all levels use the same basic safety standards, laws, regulations, and policies as *guidelines*, at the lower levels they are more specifically applicable to assignments. At the higher levels, established guidelines are frequently inapplicable to novel assignments and employees must rely on the engineering and design specifications and the intent of general safety standards for guidance.
- (3) The *impact of decisions* increases substantially from one grade level to the next. At the beginning levels, employees make decisions affecting individual applicants for certification, small aviation organizations, or specific aspects of an aviation program. At the higher levels, decisions may have impact on major segments of the aviation industry, all of a particular type of aircraft, or the entire program of an air carrier. Authority is taken into account indirectly under impact of decisions. At any grade level employees may report their tentative decisions to higher level managers for approval. Employees at any level may have the authority to halt aviation activities and ground aircraft that present an immediate safety hazard. They may also present testimony in court.
- (4) Aviation safety inspectors have substantial *personal contacts*. At the lower levels, contacts are primarily with individual airmen to give flight tests and other examinations, and with owners of private aircraft. At the higher levels, employees who have responsibility for issuing certificates to organizations have contacts with top managers of the organizations on a variety of issues, including serious safety and regulatory problems.

NOTES ON GRADE-LEVEL CRITERIA

The standard provides grade-level criteria for nonsupervisory positions in grades GS-5 through GS-14. Nonsupervisory positions above these levels described in the grade-level criteria are too few in number and too individualized to develop specific grade-level guidance. However, positions that have duties and responsibilities that clearly exceed the grade levels described in this standard should be classified to the appropriate grade by extending the criteria of this standard and applying sound classification principles.

The grade-level criteria in this standard are oriented towards the work of aviation safety inspectors who directly inspect and monitor aviation activities in the field. The assignments of staff specialists and inspectors whose duties and responsibility pertain to the *Manufacturing* specialization are not covered specifically by the illustrative assignments at each grade level. However, all such positions and those of other aviation safety inspectors engaged in functions

other than those discussed in the grade-level criteria, should be classified by comparison with the criteria of this standard and other relevant standards as appropriate.

Specific categories of aircraft have been mentioned at various points in the grade-level criteria to facilitate grade-level comparisons under current operating conditions. It is emphasized, however, that specific categories or types of aircraft (or numbers of aircraft involved) are not in themselves reliable indicators of grade level. In the dynamic technology of the aviation world, yesterday's advanced aircraft or system may be standard operating equipment or even obsolete in today's environment. New models of aircraft or helicopters are constantly emerging. New varieties of equipment, such as Short Takeoff and Landing (STOL) aircraft designed to operate from short airstrips, may assume a place in commercial operations. Whatever the type of aircraft or system involved, the impact on the duties and responsibilities of aviation safety inspectors should be evaluated in terms of the basic classification criteria of this standard.

Airworthiness inspectors are typically given assignments on the basis of their specialized knowledge and experience; i.e., airframes and powerplants or avionics equipment. References to maintenance programs or activities (unless otherwise defined) should be interpreted as applying either to airframe and powerplant and/or to avionics maintenance. The term, certificate responsibility, is commonly used to designate a level of responsibility and authority vested in some aviation safety inspector positions. Air carriers, schools, repair stations, air taxis, and other aviation organizations conduct their operations under terms, conditions, and limitations set forth in certificates issued in accordance with Federal regulatory authority. Certificates are supplemented by operations specifications, policy manuals, and other written procedures to form guidelines which affect the daily operations of the organization. Aviation safety inspectors work closely with managers of aviation organizations to develop and approve these documents in a manner consistent with Federal regulations and safety standards.

The cycle of certification begins with precertification evaluation and approval of proposed operations, continues with certificate issuance, and extends throughout the life of the organization for program changes and surveillance to ensure operations in compliance with the terms of certification. Aviation safety inspectors assume certificate authority during any phase of the certificate cycle when they are designated as principal representative for day-to-day contacts with aviation organizations on all matters relating to certification and Federal regulation. Depending on the scope of assignment, certificate responsibility often entails coordinating inputs from lower graded aviation safety inspectors.

References in the grade-level criteria to issuance of certificates or exercise of certificate authority are intended to convey the concept of certificate responsibility as defined here. Certificate responsibility is not a prerequisite for any particular grade level, but its presence in the grade-level criteria is essential to the illustration.

Positions that require supervisory qualifications should be evaluated by reference to the [General Schedule Supervisory Guide](#).

AVIATION SAFETY INSPECTOR, GS-1825-05

Nature of assignment

This is a training level assignment which involves the performance of a variety of standardized tasks that are selected to provide: (1) Training and on-the-job experience in aviation safety methods, procedures, and techniques; (2) an orientation to relevant programs, policies, and procedures; and (3) a basis for more responsible assignments.

Level of responsibility

GS-5 employees work under close supervision of higher grade employees who provide detailed instructions on the use of selected specific methods, procedures, and techniques, and who outline the objectives of each assignment. Work in progress and results are closely checked for accuracy and to evaluate the trainee's rate of development.

AVIATION SAFETY INSPECTOR, GS-1825-07

Nature of assignment

This is usually a developmental level assignment. Aviation Safety Inspectors GS-7 typically perform assigned tasks as an assistant to an employee of higher grade. GS-7 employees perform a wider range of assignments than is typical at grade GS-5, and apply judgment based on knowledge of established practice in planning their work, in selecting from available methods and techniques, and in preparing factual reports.

The following assignments are illustrative:

1. Conducting airmen flight tests for private pilot certificates in light single engine aircraft and making reports and recommendations on pilot competence to the assigned inspector.
2. Reviewing applicant qualifications for private pilot examinations.
3. Collecting data on aviation activities from log books, and from inspecting aircraft, equipment, and maintenance records.
4. Responding to inquiries from the general public, private pilots, aviation mechanics, etc., regarding aviation safety regulations, procedures, and requirements for certification, etc.

An aviation safety inspector of higher grade describes the purpose, scope, and critical points and anticipated results of each assignment and reviews the results produced. In contrast to the GS-5 level where practically all work is closely checked, routine assignments are spot checked for compliance with instructions. Assignments involving new or unfamiliar methods, procedures, or products are reviewed closely for adherence to instructions and accuracy and reasonableness of

the results produced. Advice and assistance in resolving unusual or unanticipated problems as they occur are available.

AVIATION SAFETY INSPECTOR, GS-1825-09

Nature of assignment

Aviation Safety Inspectors GS-9 apply knowledge of (1) the operation or maintenance of small single-engine piston aircraft and (2) appropriate laws, regulations, safety standards, inspection procedures, and examining methods to carry out their assignments. Assignments involve inspecting specific facilities, equipment, and aircraft for regulatory compliance and performing limited phases of broader assignments that are the responsibility of higher level employees.

The following assignments are illustrative:

1. Conducting commercial pilot flight tests in small single-engine aircraft.
2. Investigating requests for waivers for general aviation operations, gathering information, making recommendations, and conducting periodic surveillance for continued compliance with waiver conditions.
3. Conducting periodic flight proficiency checks of flight instructors, determining pilot competency, and making recommendations to as signed inspectors.
4. Inspecting repairs and alterations made on small single-engine aircraft.

Level of responsibility

Supervisory guidance varies depending upon the familiarity and experience of GS-9 employees in the area of assignment. They receive little or no instruction on assignments involving familiar aircraft, facilities, and equipment. Where these factors are new, GS-9 employees receive closer guidance and are frequently accompanied by experienced employees on their initial assignments in the area, GS-9 employees are expected to recognize and report unanticipated or unusual problems and safety hazards. More experienced employees are available for follow-up when needed.

Regulations and safety standards are clear and specific. Established inspection procedures and testing methods are directly appropriate.

GS-9 employees issue temporary certificates to individual airmen, but their recommendations and findings are normally reviewed by a higher-level employee for accuracy and established guidelines, before being acted upon.

Contacts at GS-9 are with individual pilots and mechanics in the course of conducting examinations and inspections.

AVIATION SAFETY INSPECTOR, GS-1825-11

Nature of assignment

Aviation Safety Inspectors GS-11 apply knowledge of (1) the flight operations or maintenance of a broad range of light single- and twin-engine aircraft engaged in private aviation activities and (2) the laws, regulations, and safety standards pertaining to limited areas of commercial and industrial operations.

GS-11 assignments typically involve making routine inspections of organizations (e.g., air carriers, air taxis executive operators, flight and ground schools, mechanic schools, and repair stations) for compliance with their approved programs and procedures, Federal aviation regulations, and good safety practices. (By comparison, GS-9 employees inspect and rate individual airmen and aircraft rather than aviation organizations.)

GS-11 employees examine and evaluate (1) individual pilots by written and oral examinations and flight tests or (2) mechanics by written and practical examinations.

The following assignments are illustrative:

1. Inspecting the performance and activities of authorized mechanics, repairmen, inspectors, and designated examiners for the quality of their work and compliance with Federal aviation regulations.
2. Evaluating the performance of flight instructors and designated pilot examiners who instruct and examine candidates for private and commercial pilot certificates.
3. Inspecting single- and twin-engine piston aircraft for airworthiness after major repairs or alterations.
4. Inspecting repair stations and other maintenance facilities to ensure that equipment, mechanics, and services are in compliance with their approved programs.
5. Conducting spot and ramp inspections, airport inspections, and en route station inspections for safety problems and adequacy of facilities.

Level of responsibility

GS-11 employees independently conduct most routine assignments. They receive instructions on the objectives of assignments and any unusual problems or situations involved. (By comparison, GS-9 employees have sufficient experience to work independently in a narrow area but receive more guidance with assignments in new areas.) Supervisors are available to advise GS-11 employees if they encounter technical or regulatory problems.

GS-11 employees apply regulations and safety standards that are well established and fully applicable. Inspection procedures and testing methods may require minor adaptation to fit the individual situation. (By comparison, GS-9 employees seek supervisory assistance if established procedures and methods are not directly applicable.)

GS-11 employees have authority to issue temporary certificates to private pilots, commercial pilots, flight instructors, and mechanics, Based on the temporary certification, the permanent certificates are issued at a later date. (By comparison, the authority of GS-9 employees to issue temporary certificates is closely controlled and is subject to spot check review.) At GS-11, decisions are limited to individual airmen.

Contacts at GS-11 are with individual pilots or mechanics in the course of conducting examinations and inspections and with employees and managers in the organizations undergoing inspection.

AVIATION SAFETY INSPECTOR, GS-1825-12

Nature of assignment

Aviation Safety Inspectors GS-12 apply knowledge of (1) the flight operation of multiengine (two or more) piston, or twin-engine turboprop aircraft and (2) the laws, regulations, and safety standards pertaining to the operation and airworthiness of aircraft engaged in carrier, commercial, executive, or agricultural operations. (By comparison, GS-11 employees primarily apply knowledge of light piston-powered aircraft used primarily for pleasure or personal transportation.)

Some GS-12 inspectors perform duties concerned with the inspection and surveillance of complex aviation organizations where certificate responsibility is vested in a higher graded inspector.

Such assignments typically involve (1) evaluating air carrier or flight school training programs and conducting flight examinations for airmen who fly large piston-engine or twin turboprop aircraft and (2) analyzing and monitoring broad program elements of flight or maintenance activities of complex aviation organizations and evaluating program change proposals. (By comparison, GS-11 employees conduct routine fact-finding inspections which require little in the way of program analysis.)

Other GS-12 employees (1) inspect and issue airworthiness certificates to multiengine piston or turboprop aircraft or (2) examine, certificate, and monitor flight schools, repair stations, mechanic or repairman schools, air taxis, executive fleets, and other aviation organizations which fall in the lower range of scope and complexity. (By comparison, GS-11 employees normally certify only individuals and are not called upon to issue certificates to organizations.)

The following assignments are illustrative:

1. Inspecting an air carrier maintenance sub-base and determining if it is adequately staffed and equipped to perform work in compliance with terms of certification; or inspecting carrier flight training programs and evaluating curriculum and administration to determine whether airmen training meets criteria in operations specifications and approved manuals.
2. Evaluating and issuing certificates to repair stations and other maintenance facilities that primarily repair avionics or other parts of the aircraft, such as radios or accessories. Continually monitoring the activities of stations or facilities to ensure that they comply with their approved program, or approving changes in the program as necessary.
3. Inspecting and approving airworthiness of multi-engine piston aircraft, which have undergone major overhaul, alterations, or repairs, ensuring compliance with Federal aviation regulations, airworthiness directives, technical orders and bulletins, manufacturers' specifications, and the air carriers' manuals.
4. Issuing and monitoring certificates for small air carriers, air taxis, and commercial operations characterized by:
 - (1) Limited number of one or two types of small piston-powered aircraft;
 - (2) Availability of good, reliable maintenance;
 - (3) Operations within a limited geographic environment for which standard navigation and landing techniques are adequate; and
 - (4) Stability of the size and nature of the operation and types of aircraft employed, and financial soundness.
5. Investigating commercial pilots accused of not following regulations and standards for safe operation or maintenance of their aircraft.
6. Evaluating the instruction, administration, organization, or curriculum of a flight, ground, or mechanic school that wants to make changes in its curricula, equipment, or facilities that must be approved for the school to keep its certificate.
7. Investigating repair stations for which complaints have been received about the quality of their work.
8. Inspecting aviation operations for compliance with regulatory requirements, limitations, and conditions imposed in grants of waivers for experimental aircraft, air shows, and similar special operations.

Level of responsibility

GS- 12 employees independently plan and conduct a wide range of assignments including those that involve violations and safety problems. They receive instruction in terms of the objectives

of assignments and are expected to deal with problem and unusual situations on their own. (By comparison, GS-11 employees have supervisory guidance in dealing with problems.)

Regulations and safety standards are broad and general. They frequently do not deal directly with the specific issues at hand. GS-12 employees must interpret the regulations and apply their knowledge of precedent cases and good safety practices to carry out their assignments. (By comparison, at GS-11, established regulations and safety standards are fully applicable.)

The decisions of GS-12 employees to issue certificates and approve proposals that modify the authority of aviation organizations, and their recommendations resulting from inspections and investigations are the bases for actions taken by the district office. Their decisions have substantial impact on the activities of aviation organizations for which they have certification responsibility. (By comparison, at GS-11 the impact of decisions is limited to individual airmen and mechanics.)

At GS-12, contacts are with managers of aviation organizations, e.g., schools, repair stations, air carriers, primarily to advise them on regulatory requirements, make initial certification, evaluate proposals to modify certificates and resolve regulatory and safety problems. GS-12 employees exercise considerable tact and judgment to deal with persons under sensitive conditions and to obtain voluntary compliance with safety practices that are not absolute regulatory requirements. (By comparison, GS-11 employees have contacts with individual pilots and mechanics in the course of conducting inspections and examinations.)

AVIATION SAFETY INSPECTOR, GS-1825-13

Nature of assignment

GS-13 assignments are characterized by one or more of the following:

- Multiengine turboprop or turbojet aircraft or the complex avionics equipment associated with such aircraft;
- A variety of flight or maintenance operations with diverse types of aircraft which may include turbine powered aircraft; or
- Novel and complex aviation operations.

Many Aviation Safety Inspectors GS-13 issue certificates to and monitor (1) a large and complex aviation organization or (2) a number of smaller organizations that, together, are comparable in complexity to one large one. They are the primary contact point with the aviation organization(s). They may decide on issuance of the original certificates. They receive all work assignments and information pertaining to the organizations for which they are responsible. They evaluate and decide upon proposals to change the authorized programs of the organizations. They continuously monitor the activities of organizations to determine whether they are following their authorized program, Federal regulations, and good safety practices. (By comparison GS-12 employees issue certificates to small and uncomplicated organizations.)

Other GS-13 employees participate extensively in the certification inspection, and surveillance of highly complex air carrier operations where principal program responsibility is vested in an aviation safety inspector of higher grade. These GS-13 employees have broad authority to negotiate with carrier management and make technical determinations within the coverage of approved specifications and policy manuals. (By comparison, GS-12 employees deal with highly complex aviation organizations on narrower, more specific assignments.)

Some GS-13 employees also carry out assignments that primarily require knowledge of flight operation of a particular type of four- engine turboprop aircraft or large turbojet aircraft. These assignments typically include analyzing pilot training, and giving flight tests and proficiency checks to pilots and other airmen and evaluating schools that train airmen to operate the particular type of aircraft. (By comparison, similar assignments at the GS-12 level involve smaller turboprop or large piston-engine aircraft.)

The following assignments are illustrative:

1. Exercising certificate authority for flight operations or maintenance over one or more air carriers, contract operators, and air travel clubs that collectively employ a fleet of large aircraft powered by turbine or piston engines. The assigned carriers conduct domestic or international flights on a scheduled or nonscheduled basis. Approving the airworthiness of the aircraft; the adequacy of the maintenance program; training programs for mechanics, repairmen, pilots, and other flight personnel; the nature and scope of the operation (e.g., the kind of cargo, passenger, and geographic area covered); adequacy of maintenance facilities and airports; and the overall adequacy of the organization in terms of safety. Monitoring, planning (and in some cases personally conducting) inspection programs including periodic en route and ramp inspections. Receiving information about and following up on any changes in the approved program (e.g., change in route, new or modified aircraft, new or modified maintenance programs or facilities). Receiving and following up complaints about those organization(s) for which they are responsible.
2. Serving as the principal contact with, and having responsibility for the certification, inspection, and surveillance of the flight operations of a group of aviation organizations. Receiving all work assignments and information pertaining to the organizations and establishing work programs which will assure adherence of organizations to manuals and regulations. Continuously monitoring activities of organizations to determine whether they are following authorized programs; and evaluating proposals to change programs. The organizations collectively employ a variety of makes and models of aircraft. They include flying schools that employ full-time instructors and are rated for commercial and instrument flight instruction, and air taxis holding instrument authorizations or serving cities also served by two or more scheduled air carriers.
3. Serving as the principal contact with, and having responsibility for certification, inspection, and surveillance of a group of aviation organizations, including repair stations which collectively perform overhaul of airframes and powerplants and accessories; the equipment overhauled includes multiengined airframes and a variety of makes and models of airframes and powerplants. Evaluating and approving or disapproving

applications by maintenance facilities for approved repair station certificates and ratings; deciding whether facilities, equipment, materials, personnel, inspections methods and maintenance practices and techniques are satisfactory to assure airworthiness of aircraft; and approving manuals or requiring amendment thereto.

4. Evaluating broad program elements of flight operations or maintenance activities of a major air carrier and deciding upon modifications or additions to operating procedures and policy guides. Recommending approval or disapproval of certificate amendments and substantial changes in operating specifications to a senior aviation safety inspector who is the principal representative for the carrier. Planning and conducting inspections and surveillance of assigned areas of carrier operations to assure compliance with Federal aviation regulations. Negotiating with carrier officials on violations, deficiencies, and other action items.
5. Conducting initial certification and periodic flight checks of airmen operating large multiengine aircraft using advanced instrument flight techniques. Evaluating and in some cases issuing certificates to flight and ground schools that give training in the operation of that type of aircraft.
6. Issuing waivers for experimental aircraft, air shows, or other unusual aviation operations (e.g., approving external load helicopter operations in congested urban areas). Making initial determinations of limitations and conditions.
7. Issuing certificates to and monitoring one or more air taxi and/or executive operations that characteristically involve some factors of special difficulty such as the following: (1) Operation over a large territory (several States or major cities), perhaps with international flights; (2) scheduled passenger separations; (3) diverse types of aircraft including turbine powered or large piston-engine models; and (4) unpredictable variations from month to month regarding the scope of operations, personnel, and aircraft involved. Giving extensive technical and regulatory guidance to persons desiring to enter the aviation business and advice and assistance to operators in dealing with their day-to-day problems.

Level of responsibility

GS-13 employees plan and conduct their assignments with substantial technical independence. They receive administrative and policy guidance from their supervisors and policy makers. They also obtain technical advice from higher level inspectors who are experts on a particular type of aircraft or who have overall program responsibility. They independently plan and carry out a work program to meet the needs and monitor the activities of the organizations for which they have certification responsibility. The scope and complexity of the work program may be such as to require the occasional assistance of other employees to conduct inspections and evaluate operations.

Guidelines and precedents are frequently inadequate for dealing with novel or complex operations. GS-13 employees understand and apply the basic principles of aviation safety and

interpret the intent of the regulations. (By comparison, at GS-12, precedent cases are usually available.)

By comparison to GS-12, the broader scope of activities and larger size of organizations assigned to GS-13 employees result in decisions affecting the safety of larger numbers of people and having greater impact on the aviation industry.

At GS-13 contacts are frequently with owners and top managers of aviation corporations and involve negotiating and resolving the full range of issues and problems that confront large aviation organizations. Occasionally is sued are controversial, arousing considerable public interest. (By comparison, at GS-12, employees rarely get involved in public issues.)

AVIATION SAFETY INSPECTOR, GS-1825-14

Nature of Assignment

Some GS-14 assignments involve region wide responsibility for application of expert knowledge of flight operations for an advanced multiengine turbojet aircraft. Such employees are concerned with all aspects of the operational capabilities and limitations of the aircraft. Other GS-14 inspectors establish technical procedures and performance yardsticks and review complete flight operation or maintenance programs for major air carriers who are leaders in the aviation industry, or who have problems of comparable scope and complexity, or a uniquely complex group of general aviation organizations. Assignments at this level are of great scope and unusual complexity and the organizations monitored are major factors in the industry.

The following assignments are illustrative:

1. As a regional expert on a particular type of sophisticated multiengine turbojet aircraft:
 - Advises other inspectors of major changes in the operation of the aircraft;
 - Standardizes procedures and judgments used by inspectors to evaluate the operation of the aircraft;
 - Evaluates new training methods and equipment (e.g., simulators) for initial certification;
 - Serves on national boards that determine the minimum equipment necessary to operate a particular type of aircraft safely; and
 - Serves on boards that evaluate incidents, accidents, complaints, and other serious problems relating to the aircraft. Develops plans to resolve problems.
2. As the principal representative in regulatory surveillance of air carrier activities, exercises certificate authority over a major air carrier with very extensive and complex

operations. Analyzes flight operations involving large fleets of turbojet aircraft engaged in large-scale passenger and freight service; or evaluates maintenance activities and complete aircraft overhaul facilities which are equipped and staffed to handle the latest and most sophisticated turbojet aircraft and associated systems. This level includes responsibility for nationally and internationally prominent carriers who operate the largest, most advanced fleets of turbojet aircraft in the industry. (By comparison, GS-13 employees exercise certificate authority over less complex air carriers or perform major portions of the certification, inspection, and surveillance for major carriers under the direction of GS-14 inspectors.)

3. Exercises certificate authority and safety responsibility over a complex of broad and varied general aviation organizations such as air taxis, executive and/or industrial operators, repair stations, and flight and mechanic schools when the activities monitored equate collectively to a major air carrier in terms of size and complexity of aircraft fleet employed, scope and technical complexity of operations, management sophistication, industry leadership, and public impact. The magnitude, intensity, and scope of program responsibility are typically such as to require significant and regular assistance of lower graded inspectors.

Level of responsibility

GS-14 employees develop and evaluate flight operations or maintenance programs for organizations which utilize the newest, most complex aircraft, systems, and equipment. Because of organizational complexity or the advanced technology incorporated in the aircraft, systems, and equipment, employees must exercise originality to resolve unique problems. They frequently rely on engineers and designers for specific technical guidance although much of their work is carried out under very broad policy guidelines. Supervisors give GS-14 employees a wide leeway for independent action. Other inspectors seek their advice on problems relating to aircraft and their operation and maintenance. Because of the precedent-setting nature or substantial effect on the aviation industry or public safety, their decisions may be reviewed and approved at a higher policy- setting level.

Decisions typically have broad impact on the operation or maintenance of a particular type of advanced aircraft, major air carriers, or a geographic area containing a variety of novel and/or complex aviation operations. Decisions also have a significant effect on the safety of the flying public.

In addition to those contacts described at GS-13, GS-14 employees have critically important and frequently controversial contacts with key officials of major manufacturers, major carriers, and general aviation organizations. Contacts are made to resolve issues which affect the initial certification and major modifications of aircraft, maintenance or operations programs, and their effect on safety and compliance with regulations.