FORESTRY PILOT II

Employees pilot a combination of single and twin engine fixed wing or rotary wing aircraft in a variety of multiple missions including forest fire suppression, search and rescue, and passenger flights. Employees conduct pre-flight and post-flight inspections of aircraft and note all discrepancies in a maintenance log, and maintain all other necessary logs and reports related to their flights. Work includes planning flights considering weather, navigational aids, routing, altitudes, alternative routes and destinations, loading and weight distribution, fuel requirements, and the filing of IFR flight plans as necessary. Employees pilot aircraft in a variety of missions including point to point, forest fire suppression, forest management, photography, cargo transport, and search and rescue missions. Work includes detecting, locating and analyzing the potential damage of a wildfire, directing ground crews to fire locations and providing them with information concerning fire direction and behavior, fire size and rate of spread, safety considerations, weather conditions, and helping to formulate a plan of attack to effectively control the fire. Employees locate sources of water and fill the helicopter drop bucket often in very tight conditions with little rotor clearance, drop retardant and water in exact locations under turbulent air and low visibility conditions, and move or rescue trapped firefighters. Employees may also supervise mechanics and temporary pilots, estimate and negotiate aerial ignition forest management contracts, and conduct flights using aerial ignition equipment to start back fires or for controlled burns. Pilots in this class may fly both helicopters and fixed wing aircraft. They take off and land in high and low density airports and in literally any place large enough for a helicopter. Flights often involve very low attitudes, tight turns and stressful maneuvers, flying over rugged terrain and mountains, and flights in turbulent air and low visibility conditions. Employees are usually the pilot in command, assist in major maintenance work performed on their aircraft, and perform other duties and responsibilities as assigned.

I. DIFFICULTY OF WORK:

Variety and Scope - Employees regularly pilot one or two general types of aircraft on a variety of missions such as patrol, forest fire suppression, passenger flights, photography, and search and rescue.

Intricacy - Employees compute loading and weight distribution considering passengers, equipment and fuel, and perform checks of aircraft systems. Work includes continually analyzing aircraft performance and weather conditions in order to make judgements on whether to reroute or cancel flights. Flights can range in difficulty from clear VFR to hard IFR conditions.

Subject Matter Complexity - Employees apply a full knowledge of piloting, aircraft performance and the appropriate regulations and policies, along with an understanding of weather conditions and communications, the use of aircraft in combating forest fires and forest fire control techniques.

Guidelines - Employees use a variety of standardized guidelines and policies that cover most aspects of work including FAA regulations, aircraft operations and maintenance manuals, and department policies.

II. RESPONSIBILITY:

Nature of Instructions - Employees perform continuing piloting assignments as pilot in command and normally do not have any direct supervision available. However, the operations manual usually details the rules and regulations of employee procedures, conduct, training, flight operations, flight crew coordination, operational limitations and maintenance of equipment.

Nature of Review - A significant portion of the employees work is reviewed through pilot logs, flight operations reports, passenger feedback, and direct observation by check flights.

Scope of Decisions - Work performed and judgements made normally affect the individual pilot, ground fire fighting units, passengers, and the general public in and around a forest fire.

Consequence of Decisions - Judgements made while pilot in command could directly affect aircraft operation and lead to the injury or death of passengers and crew, and possibly ground fire-fighting units.

III. INTERPERSONAL RELATIONSHIPS:

Scope of Contacts - The majority of contacts are with department maintenance personnel, aircraft controllers, ground fire fighting units, and the passengers and crew.

Nature and Purpose - Most contacts are to gather, exchange or explain information concerning flight operations, weather, fire conditions or fire behavior, safety, and aircraft maintenance.

IV. OTHER WORK DEMANDS:

Work Conditions - Working conditions are generally comfortable although some cockpits can be cramped and hot with significant sun glare.

Hazards - The greatest hazard involving flight operations is the possibility of equipment failure and/or pilot error which could lead to a fatal crash.

V. RECRUITMENT STANDARDS:

Knowledges, Skills, and Abilities –

Thorough knowledge of the Federal Aviation Administration and Federal Communication Commission rules and regulations, and the State Statutes governing the operation and maintenance of aircraft.

Thorough knowledge of air navigation and of single and multi-engine/fixed and rotary wing aircraft capabilities and performances.

Considerable knowledge of flight planning, meteorology, forest fire behavior and fire fighting techniques, and aircraft maintenance requirements.

Ability to pilot single and multi-engine/fixed and rotary wing aircraft in clear and turbulent weather conditions.

Ability to communicate effectively and to establish and maintain pleasant working relationships.

Minimum Training and Experience Requirements - Graduation from high school and a minimum of 1000 hours of flight time in a closely related type of aircraft and/or type of mission, along with a minimum of three years of related experience; or an equivalent combination of training and directly related experience.

Necessary Special Requirements - Certification as a FAA commercial pilot in airplanes and/or rotorcraft, and possession of an FAA Class II Medical Certificate. May also require ratings in multi-engine (land), instrument flying or others as designated.

Special Note - This is a generalized representation of positions in this class and is not intended to identify essential functions per ADA. Examples of work are primarily essential functions of the majority of positions in this class, but may not be applicable to all positions.