EXECUTIVE PILOT II

Employees pilot single or twin engine, fixed and/or rotary wing aircraft, in a variety of mission flights including point to point passenger flights, photogrammetry, and occasionally search and rescue. 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. Transportation pilots in this class perform a combination of mission types in addition to point to point passenger flights including precision photogrammetry vertical, oblique and continuous strip flights requiring the aircraft to maintain a critical course, speed and altitude with very little deviation. Point to point passenger and most photogrammetry flights are normally at standard altitudes with minimum stress and loading on the aircraft due to maneuvers. Commerce employees normally pilot both fixed and rotary wing aircraft. Employees take off and land at both high and low density airports including some grass strips, and for helicopters in literally any place large enough. Work includes flying under IFR flight rules, giving safety briefings to passengers, conducting overnight and out of state flights on occasion, and piloting other flights involving lay overs at airports while waiting for passengers to complete the homeward leg of the flight. Pilots in this class are usually the pilot in command but may perform co-piloting duties on some flights, and they also may assist certified mechanics in the maintenance of their aircraft including 50 hour, 100 hour and annual inspections, and perform other duties and responsibilities as assigned.

I. DIFFICULTY OF WORK:

Variety and Scope - Employees normally pilot one general type of aircraft on point to point passenger and photogrammetry flights, or pilot fixed and rotary aircraft on passenger flights only.

Intricacy - Employees compute loading and weight distribution considering passengers, equipment and fuel, and perform checks of all 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.

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 passengers and occasionally a wider group connected to the flight.

Consequence of Decisions - Judgements made while pilot in command could directly affect aircraft operation and lead to a failed mission or to the injury or death of passengers and crew.

III. INTERPERSONAL RELATIONSHIPS:

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

Nature and Purpose - Most contacts are to gather, exchange or explain information concerning flight operations, weather, safety or 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 that 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/or rotary wing aircraft capabilities and performances. Thorough knowledge of flight planning, meteorology and aircraft maintenance requirements. Ability to pilot single and multi-engine fixed and/or rotary wing aircraft in all 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 1500 hours of flight time in a closely related type of aircraft and/or type of mission, along with a minimum of four years of related experience; or an equivalent combination of training and directly related experience.

Necessary Special Requirements - Certification as a FAA commercial or air transport pilot in airplanes and/or rotorcraft, and possession of a FAA Class II Medical Certificate. Also required are ratings in multi-engine (land), instrument flying and 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.