

<b>Job Title</b>	<b>A&amp;P Mechanic</b>	<b>Date</b>	<b>05/24/2021</b>		
<b>Department/Shop</b>	<b>Maintenance</b>	<b>Supervisory Position</b>	Yes	Limited	No <b>X</b>
<b>Location</b>	<b>Missoula, MT</b>	<b>Travel Required</b>	Yes <b>X</b>	Limited	No
<b>Reports To</b>	Heavy Maintenance Manager				
<b>Position Summary</b>	Maintain aircraft: service, inspection, repair, overhaul and alteration. Return aircraft to service in accordance with repair station policies and procedures.				
<b>Essential Functions</b>	<ol style="list-style-type: none"> <li>1. Install, adjust, align, troubleshoot and perform final functional and operational tests on a variety of major aircraft systems, their assemblies, and components such as airframe, landing gear, power plant, gear boxes, pumps, and hydraulic, pressurization, electrical, utility, fuel, oil, pneumatic, and flight control systems.</li> <li>2. Troubleshooting, and repairing all airframe and powerplant mechanical systems, or post assembly checkout, adjustment, and repair of overhauled and modified aircraft to prepare for and correct deficiencies found on aircraft flights.</li> <li>3. Rig, function test, or troubleshoot the systems; determine when they are operating properly or whether portions of the system must be repaired or replaced; and the type and extent of adjustment and alignment needed.</li> <li>4. Document all work on the aircraft and ensure that the aircraft records are complete.</li> <li>5. Authorized to sign off on work performed by others, clear safety of flight conditions and return the aircraft to service.</li> <li>6. Other duties as assigned</li> </ol>				
<b>Additional Functions</b>	<ol style="list-style-type: none"> <li>1. Primary responsibility for performing, coordinating and/or overseeing maintenance and inspections on an aircraft</li> <li>2. Coordination of work efforts of one to five subordinate mechanics</li> <li>3. Must know the theory, operation and integration of all mechanical, hydraulic, electrical, electronic and other operating systems of the assigned aircraft in order to troubleshoot and repair malfunctions from pilots and flight crew reports of discrepancies, as well as from observations during inspections and run-ups</li> <li>4. Run up and test under power the engine(s) and systems,</li> <li>5. May be required to fly on aircraft.</li> </ol>				

<p><b>Key Skills &amp; Competencies</b></p>	<ol style="list-style-type: none"> <li>1. Skill in the use of standard and specialized tools and test equipment of the trade including fixtures, templates, scales, test stands and external power sources.</li> <li>2. Have knowledge of the makeup, operation, installation, and adjustment of a variety of major interrelated and/or integrated aircraft systems, subsystems, and assemblies.</li> <li>3. Skill in reading and understanding data and settings from cockpit instruments and gauges.</li> <li>4. Skill in interpreting and applying written technical guidelines.</li> <li>5. Skill in the use of computers to research technical data.</li> <li>6. Ability to effectively communicate.</li> <li>7. Know the startup, operation, shutdown, and emergency procedures for the systems and the aircraft; symptoms of normal and abnormal operation; the inter-relationships between operating systems; and activity safety procedures in order to prevent damage to equipment or injury to personnel, if assigned as a crew chief.</li> </ol>																	
<p><b>Required Qualifications</b></p>	<ol style="list-style-type: none"> <li>1. High school diploma or GED</li> <li>2. FAA certified Airframe and/or Powerplant Mechanic (14CFR 65)</li> </ol>																	
<p><b>Additional Desired Qualifications</b></p>																		
<p><b>Physical Requirements</b></p>	<p>Work assignments require moderate to strenuous effort. Workers must climb, bend, stoop, crawl, and stand for prolonged periods on concrete or metal surfaces. Frequently lift parts and equipment that weigh up to 25 pounds. Occasionally lift and carry items that weigh about 50 pounds. Heavier weights may be lifted with mechanical lifting devices or assistance from other workers. Work is performed in hanger areas, outdoors, and in hazardous noise areas. Workers are exposed to extremes in heat, cold, and inclement weather. Work in confined spaces and in awkward positions. Dirt, dust, grease, and aircraft fluids are common in the work place.</p>																	
<p><b>Supervisor Signature</b></p>		<p><b>Date:</b></p>																
<p><b>Employee Signature</b></p>		<p><b>Date:</b></p>																
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Please send resume to [mmoore@neptuneaviation.com](mailto:mmoore@neptuneaviation.com)