Job Class Profile: Aircraft Maintenance Engineer II

Pay Level: CG-38 Point Band: 848-881

Factor	Knowledge	Interpersonal Skills	Physical Effort	Concentration	Complexity	Accountability & Decision Making	Impact	Development and Leadership	Environmental Working Conditions	Total Points
Rating	5	3	4	5	5	5	4	6	5	
Points	233	50	25	24	150	108	83	129	54	856

JOB SUMMARY

The Aircraft Maintenance Engineer II is responsible for performing aircraft maintenance engineering work and for supervising the daily activities of maintenance personnel which includes prioritizing work and scheduling work assignments.

Key and Periodic Activities

Performs aircraft maintenance engineering work which includes:

- Scheduling and assigning work to engineers and mechanics. Co-ordinating the movement of personnel to various out base locations.
- Performs maintenance work on aircraft, when required.
- Creates and prints task cards and work packages for scheduled and unscheduled maintenance.
- Co-ordinates scheduled aircraft maintenance.
- Checks inventory and requests stock.
- Schedules annual and winter maintenance.
- Prepares monthly fuel report for storage tank.
- Co-ordinates the disposal of oil/fuel waste materials with contractors.
- Co-ordinates calibration of aircraft hanger test equipment.

SKILL

Knowledge

General and Specific Knowledge:

- Canadian Aviation Regulations.
- Transport Canada Regulations.

Formal Education and/or Certification(s):

- Minimum: Diploma in Aircraft Maintenance Engineering Technology from a Transport Canada approved institution and possession of a valid Transport Canada M1 and M2 license with specific endorsement for CL-215 and King Air 350.

Years of Experience:

— Minimum: 4 years

Competencies:

- Ability to operate a computer.
- Ability to operate machinery.
- Ability to read and interpret manufacturer's service manuals.

Interpersonal Skills

— A range of interpersonal/communication skills are used to perform activities such as listening to information from other people, asking questions to get information and gaining the co-operation of others to complete work and solving problems. These skills are required when co-ordinating scheduled and unscheduled work at out-base locations with limited resources and tight time constraints.

— Most significant contacts are with the Maintenance Director to co-ordinate maintenance schedule, the Aircraft Maintenance Engineer I to complete the required maintenance and the Deputy Inspector to coordinate the work packages (scheduled maintenance).

EFFORT

Physical Effort

— The demands of the job regularly result in considerable fatigue, requiring periods of rest.

— Lifting or moving objects over 50 lbs is an occasional requirement when performing aircraft maintenance work which is required less than one third of the time. Examples include installing components such as main wheel, cylinders, landing gear struts, carrying fuel hose and 5 gallon pails of oil up to top of the aircraft, moving 45 gallon drums of oil or foam.

— Stands constantly while performing maintenance work. Sitting is required for extended periods when performing computer work and walking and climbing are required occasionally. Working in awkward or cramped positions is a regular occurrence when performing aircraft maintenance work.

— Manual or physical activities include using hand tools that require accurate control and steadiness on a constant basis, performing fine finger or precision work, using machinery or equipment that requires very controlled movement, operating heavy equipment, and maintaining physical balance regularly and occasionally using gross motor skills and using equipment that requires rapid physical movement and reflexes.

Concentration

— **Visual** concentration, alertness to ensure the health and safety of others is required on a regular basis.

— **Auditory** concentration or strain is required on a regular basis with and other sensory demands such as touch, smell and taste occasionally required.

— **Eye/hand co-ordination** and repetition is regularly required to ensure health and safety of others and **higher than normal levels of attentiveness** and carefulness are essential when performing aircraft maintenance work.

— **Alertness** and concentration are required when performing repetitive processes such as co-ordinating work schedules, refuelling aircraft, and conducting inspections on aircraft.

— **Time pressures, interruptions, deadlines** and **lack of control over work pace** are

experienced on a regular basis when there is an urgent requirement for an aircraft that is undergoing maintenance or the requirement to have winter maintenance activities completed by a certain date.

— **Exact results and precision** are required when performing tasks such as timing a distributor/magneto or establishing a reference RPM for an engine.

Complexity

— Work involves performing aircraft maintenance engineering and supervisory work in maintaining and servicing government aircraft and complexities tend to vary but allow the use of similar skills and knowledge.

— A typical problem is scheduling employees to conduct inspections during weekends, night shifts or arranging for employees to travel to out-base locations to assist other engineers experiencing problems.

— Reference material to assist in addressing problems, challenges and issues include manufacturer's manuals and/or advice from the Maintenance Director.

RESPONSIBILITY

Accountability and Decision-Making

— Work tasks and activities are highly monitored and controlled.

— Have authority to arrange scheduled maintenance and transfer employees to various out-base locations in order to meet operational requirements. Can also request and recommend the purchase of aircraft parts, however, approval for the purchasing of aircraft parts and approval of leave is the responsibility of the supervisor.

— Discretion and independence of action is exercised when calling back employees for work during weekends or after normal working hours or arranging travel to an out-base location.

— Provides advice to other engineers on how to solve a problem.

Impact

— Work results can have an impact within the immediate work area, department/group, within/outside the organization and on customers/clients or the general public.

— Work activities may impact equipment, processes and systems, information, finances, facilities, material resources and health and safety.

— Mistakes or errors could have an extreme impact on the immediate work area, finances, material resources and on the health and safety of the passengers and crew.

— Errors are typically identified and resolved within hours of problem identification. An example of a risk or consequence of an error could be an aircraft flying without the proper certification. This error would normally be detected by the Inspections Department.

Development and Leadership of Others

— Responsible for supervision of a large size work group (> 10 employees).

WORKING CONDITIONS

Environmental Working Conditions

- There is a requirement to wear personal protection equipment at all times within the work area and the use of a fall arrest harness is required when working on top of the aircraft.
- The likelihood of minor cuts, bruises, abrasions or minor illnesses resulting from hazards in the job is significant and fractures or other injuries is moderate. Partial or total disability would be limited.
- Constantly exposed to unusual/distracting noise, heavy machinery and travel. Regularly exposed to fumes, hazardous chemicals, dangerous heights or depths, wet or slippery surfaces, electrical shocks, lack of privacy, awkward or confining spaces, sharp objects and adverse weather conditions. Exposure to dirt, dust, filth or garbage, glare, limited ventilation and lighting, vibration, toxic or poisonous substances, bodily fluids and waste, infectious diseases, odours, isolation, temperature extremes, fire, radiation and physical dangers or threats are occasional. An example of undesirable working conditions would include refuelling/servicing an aircraft in the dark or outside in the rain or in cold temperatures.