



## If You Love Being Around Planes, You Will Find Satisfaction by Working in Aviation

Take a flashback into a show you saw on November 8, 1986. Your parents took you to the Blue Angels 40th Anniversary ceremony, where it unveiled the new aircraft it would be using – the sleek McDonnell Douglas F/A-18 Hornet. This aircraft was announced as the nation's first "strike-fighter," and you loved it.

In fact, the idea of obtaining an airport job sounds increasingly better as the years pass. Good news is that there are so many to choose from that it may be acquired from an entry-level standpoint. There are some that have higher education requirements and in-field hours, but one could easily get an entry-level job working in [aviation](#) during the advancement process.

One entry-level position that is easily attainable is an [aviation mechanic job](#). Most of these positions are trained from within, but they also require certain skill sets that will lead the hiring manager to fill the position from outside of the company. There are several considerations that a hiring manager will look at before hiring or even promoting the individual.

One of the most sought-after talents is that the individual should be able to work well with his or her hands. Being able to handle a variety of tools is a key factor for an [aviation mechanic](#). Some mechanics are specialized in a particular area. Generally speaking, however, [aviation](#) mechanics are required to know all of the ins and outs, parts and counterparts of the aircraft – most importantly how they all work together.

Education plays a role in this career, but a high school diploma or equivalent fills the requirement of most of these positions. Some of the courses studied that are favored are mechanics (auto or [aviation](#)), math, and physics, along with some experience in drafting and handling machines. The hiring manager needs to be convinced that the individual taking the aircraft mechanic position is fully capable of reading and understanding blueprints, instruction manuals, and electricity charts. The ability to read and write English is an absolute must for this position. Individuals should keep in mind that although a four-year degree is currently not considered a requirement by the airport, some airports may prefer the degree. This is not uncommon.

In addition to these education requirements, the FAA (Federal

Aviation Association) requires that all aircraft mechanics be licensed. In order to receive this achievement, mechanics are required to clear a written, an oral, and an in-field test.

Many times individuals wishing to enter this field will go to a specialized school to receive training for aviation mechanic jobs. These schools are approved by the FAA. One of the major benefits of taking these courses is that once the course is complete, the student is automatically qualified to take the exam for licensure. The classes are not required, but individuals that choose the entry-level route are normally required to work in the industry for about 18 months to receive on-the-job experience.

There are two different types of licenses an aviation mechanic may obtain. They are the A License and the P License. The A License permits the mechanic to work on all of the parts that pertain to the body of the aircraft. The P License (mechanics referred to as "Power Plants") holders are permitted to do engine work. Individuals may obtain both licenses. Doing so will make the applicant's abilities much more attractive, resulting in better odds of getting the position.

Another advantage to having both the A and P License is the prospect for advancement. Mechanics may be promoted to the "Head Mechanic" and possibly even take a test on becoming an FAA Inspector. Either position could result in a lucrative salary with great benefits.

The aviation mechanic jobs are not considered the easiest career available. Many times the mechanic is required to work on the wings of the aircraft or other areas on the body of the plane. These mechanics are cautioned to take proper care of their ears – the noise level can become extremely loud.

The position can also become quite stressful at times. The FAA requires that every plane should receive a full inspection after a certain number of miles have been flown. Naturally, the Head Mechanic and other aircraft mechanics will be dealing



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with these officials. Occasionally, they may detect something wrong with the plane, and report it to the mechanics. This does not occur all of the time, but it can be expected. The time deadline can add stress to the job as well. Any issue if discovered is expected to be resolved immediately and efficiently.

Being an aviation mechanic or working in any airport position is considered noble. What the aviation professionals do

on a daily basis can have an effect on the lives of every individual that steps into the airport. The attention to detail is a pre-requisite. If a minor detail is overlooked, it can result in unspeakable damages. The aircraft mechanic is 100% responsible for every action. The responsibilities might be higher in this position comparative to others, but the rewards are endless.

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