

R071 / JOB TITLE GUIDE / VERSION 0.1

Aircraft composite repair technician

Composite repair technicians concentrate on fibre-reinforced and bonded aircraft materials. The role combines careful documentation, material awareness and controlled execution, rather than permission to invent a repair. The examples range from a dedicated military-aircraft composite team to broader civil component overhaul.

What the role does

- Interpret the job's approved drawings and work documentation. [EMP1, EMP2]
- Perform assigned composite or bonded-component repair work within the employer's controls. [EMP1, EMP2]
- Complete records and coordinate with quality personnel. [EMP1, EMP2]

Where the work happens

Boeing's Jacksonville composite team and Gulfstream's Savannah repair-and-overhaul group illustrate different products and approval contexts.

Employer example 1

Boeing Global Services • United States • Aircraft Composite Repair Technician (Associate or Experienced)

Active vacancy when checked • Checked 2026-10-27 [EMP1]

Category	What this employer states
Essential in this source	Three-plus years in the specified composite-repair, structural-work, tooling, drawing-reading and workload-prioritisation activities. Ability to work either listed shift.
Desirable in this source	Five-plus years of related work; customer communication and partnership experience.
Other stated conditions	US export-control and security-clearance conditions; no visa sponsorship stated.

One employer and role; not a worldwide entry rule.

Employer example 2

Gulfstream Aerospace • United States • RS Acft Compo Repair Tech Sr

Active vacancy when checked • Checked 2026-10-27 [EMP2]

Category	What this employer states
Essential in this source	High-school diploma/GED; six years of specified related experience; technical-document reading and shop mathematics. English communication.
Desirable in this source	A&P, FCC licence or NCATT certification.

Senior component-repair vacancy includes composite work; Compo is not assumed to mean composite-only.

PREPARE AND VERIFY

Separate requirements from preparation

United States civil component maintenance: FAA permits some maintenance under repair-station authority without an individual mechanic certificate; that is not unrestricted release authority. [REG1]

Military contract example: Boeing's security/export conditions are vacancy-specific. Military authorisation and civil certification are not interchangeable. [EMP1]

Still to verify: No independent assessment of military clearance eligibility or civil repair-station scope has been made.

Explore a realistic entry route

- Compare a dedicated composite-repair role with composite manufacturing; confirm which experience the employer actually recognises.
- Investigate supervised vocational or apprenticeship routes and ask how competence is recorded for specific materials and tasks.
- Build documentation and materials vocabulary before seeking hands-on training; do not practise aviation repairs independently.

Build evidence of your skills

- Prepare a material-identification glossary using public educational information, with uncertainties clearly marked and no repair recipes.
- Build a fictional document-control register showing a superseded drawing, a missing approval and an escalation question.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- How would you respond if material identity or document revision were uncertain?
- How would you explain the difference between prior experience and authorisation for today's assigned task?

Investigate possible next roles

Advanced composite specialisation, training or supervision may follow evidenced experience; design approval and release authority remain separate.

Sources and scope

[EMP1] [Boeing Global Services Aircraft Composite Repair Technician \(Associate or Experienced\)](#)

Active vacancy when checked. United States. Checked 2026-10-27.

[EMP2] [Gulfstream Aerospace RS Acft Compo Repair Tech Sr](#)

Active vacancy when checked. United States. Checked 2026-10-27.

[REG1] [Federal Aviation Administration Become an Aviation Mechanic](#)

Mechanic certification FAQ Not a determination of personal eligibility, task privileges or foreign licence recognition. Checked 2026-10-27.

Educational reference. Verify current requirements with the relevant authority and employer. Job-specific and country-specific conditions are not worldwide eligibility rules. Requirements shown are selected examples, not complete application checklists. A visible listing is not a guarantee that recruitment remains open. Exercises use invented, non-operational material; do not inspect, modify, repair, test or release real aircraft or components. No job guarantee.