

HAWAII AIR NATIONAL GUARD

** ACTIVE GUARD RESERVE FULL TIME Job ANNOUNCEMENT **

Application Opening Date:

31 Jan 20

Application Closing Date:

14 FEB 20

Position Number:

FY 20-041

Duty Position:

ELECTRONIC INTEGRATED
SYSTEMS MECHANIC

Grade Min. / Max.:

E5 (SSGT) – E5 (SSGT)

Duty AFSC:

2A851G

FY 2020 REALIGNMENT

Duty Location:

154 MXS
360 MAMALA BAY DR
JBPHH, HI 96853

Selecting Official: SMSgt Ross Yoneda

Point of Contact: SMSgt Shane Gaines

Comm: 808-672-1235

Who May Apply:

AOC 1: Open to on-board permanent technicians and AGR within the 154 MXS OSC MXMVC, PEC 51411G Hawaii Air National Guard that has a duty AFSC 2A851G.

AOC 2: Open to on-board indefinite technicians within the 154 MXS OSC MXMVC, PEC 51411G Hawaii Air National Guard that has a duty AFSC 2A851G.

AOC 3: Open to on-board permanent and indefinite technicians within the Hawaii Air National Guard that has a duty AFSC 2A851G.

AOC 4: Open to military member within the Hawaii Air National Guard that has a duty AFSC 2A851G.

Qualifications, Duties and Responsibilities:

Classification Directory AFCD & AFOD - (accessed from a .mil computer)

<https://mypers.af.mil/app/categories/c/1363/p/13>

Additional Duties and Responsibilities:

Per PD#: NGD2325000

POSITION DUTIES:

PD released as part of PDR 16-21

This position works within an Air National Guard Aviation Wing, Maintenance Group, Aircraft Maintenance Squadron or Maintenance Squadron, Avionics Element, Avionics Shop or Communications/Navigation/ECM, Guidance and Control shop that supports aircraft. It is an Air National Guard dual status technician position that requires military membership, compatible military skill assignment and classification. The primary purpose of this position is to install, modify, overhaul, maintain, troubleshoot, repair, align, calibrate, and rebuild multi-system avionics complexes consisting of multiple completely integrated electronic avionics systems where the complex accomplishes a number of major functions. The worker in this career field must demonstrate the ability to perform on-or-off equipment maintenance on one or more complete electronic integrated systems associated with the assigned aircraft and/or maintenance on automatic flight control systems, instrument systems, inertial or radar navigation systems.

MAJOR DUTIES:

1. Performs scheduled and unscheduled maintenance on one or more multi-complex electronic integrated systems. Completes operational checks, inspections, tests, trouble shooting, removal and replacement of Line Replaceable Units (LRUs) which are linked

with integrated systems and LRUs which are independent or associated with nonintegrated systems. Isolates unusual malfunctions using technical orders, schematics, wiring diagrams, tools, and test equipment including automatic test equipment and Flight Line Test Systems (FLTS). Solves complex problems by analyzing installation, circuitry, and operating characteristics of the systems. Adjusts and aligns system sensors, transmitters, amplifiers, power supplies, display devices, controls, transponders, actuators, servos, computers and other related components. Installs serviceable components into aircraft and performs total systems alignment and harmonization in accordance with existing technical orders and directives. Accomplishes technical order compliances, modification of components/systems and completes thorough system checks for proper operation. Maintains, modifies, calibrates and inspects a wide variety of user test, measurement, and diagnostic equipment (TMDE). Installs, modifies, overhauls, maintains, troubleshoots, repairs, rebuilds, aligns, and calibrates complete electronic avionics multi-systems control, Demonstrates a thorough working knowledge of complex aircraft avionics and or ECM systems such as the electronics package in a highly automated aircraft where the integrated flight and Integrated Counter-measures System, electronic multiplex communications bus, Inertial Navigation System, multi-function displays, head-up display, data transfer equipment, Global Positioning System, Situation Awareness Data-Link (SADL), , Data Modem, Flight Control System, pitot-static system and related instrumentation, flight director instrumentation, Central Air Data Computer, engine, hydraulic and fuel quantity indicating systems, voice message warning, Very High Frequency (VHF), Ultra High Frequency (UHF), Satellite Communications (SATCOM) Data, intercom, secure voice communications, Identification Friend or Foe (IFF), Tactical Air Navigation System (TACAN), Evaluates operational characteristics of the integrated systems by observing and analyzing waveforms, voltage, current, power indications, computer registers and printouts. Analyzes the malfunctions encountered through fault codes, determines repair sequence process and performs the repairs. (25%)

2. Reviews and analyzes maintenance data; determines if criteria are sufficient to provide adequate test, troubleshooting and repair procedures; devises and recommends tests, procedural changes, or data corrections. Aligns, adjusts, and performs final calibrations on integrated systems to determine successful repairs. Analyzes equipment failure and malfunctions and suggests changes to improve operation. Monitors the operation of complex, interrelated systems, analyzes operating trends, proposes preventative maintenance down time to assure continued operating capability, and recommends components for overhaul or engineering evaluation for disposal. Applies technical data and equipment specifications to determine the impact that equipment modifications or substitutions will have upon integrated multi-system operations and various maintenance alignment procedures. Uses algebraic and trigonometric functions to adapt standard formulas to the specific requirements of the integrated system. Assembles, operates, and repairs prototype or experimental electronic systems such as inertial navigation, automatic flight control as assigned. Advises Aerospace Engineering personnel on the operation and maintenance effects of proposed Time Compliance Technical Orders (TCTO) modifications on new or existing equipment. Interacts directly with aircrews for mission/sortie debrief and enhanced system troubleshooting. (20%)

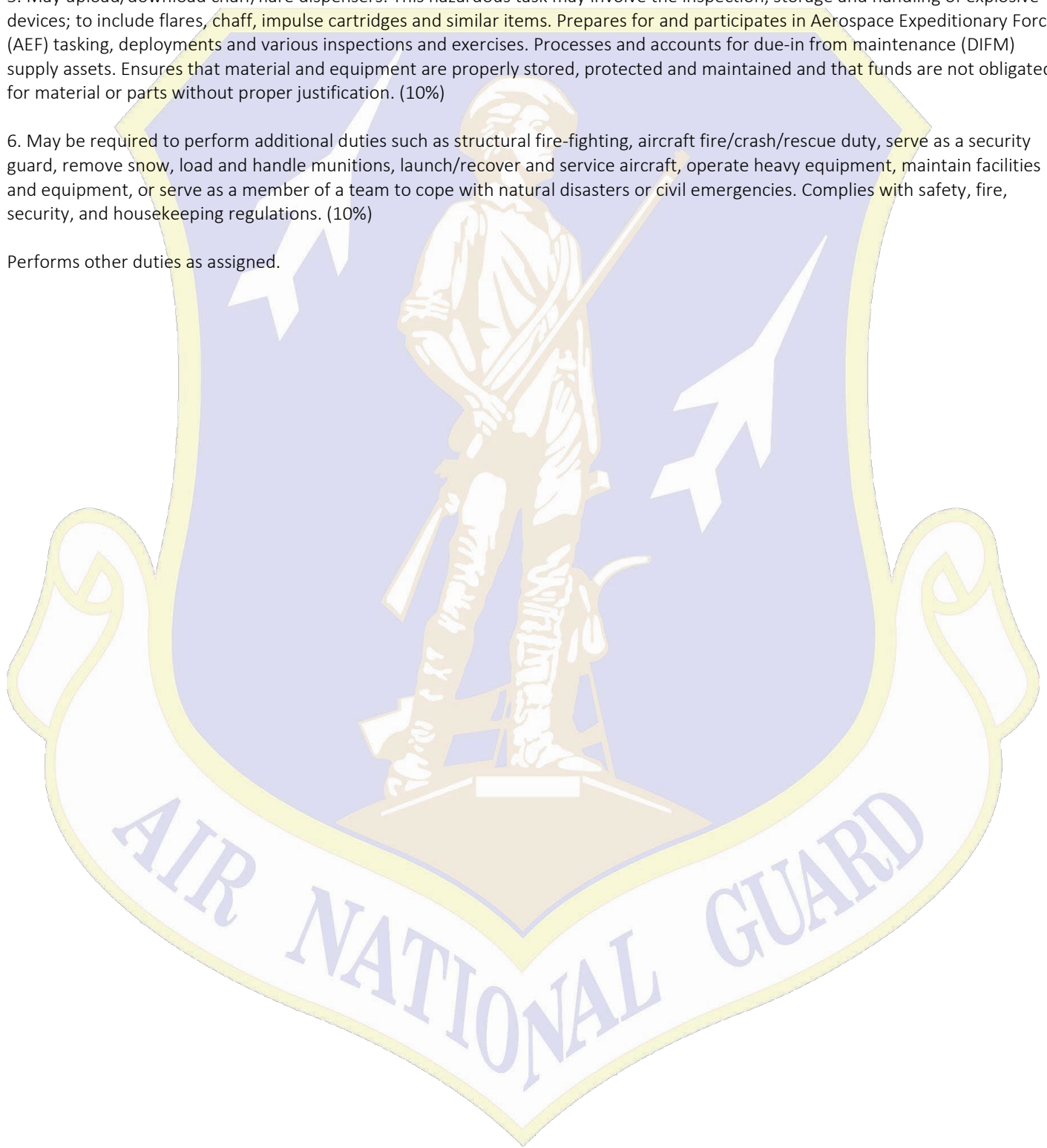
3. Troubleshoots operational malfunctions and analyzes system performance utilizing aircrew debrief data, Technical Orders, schematic and wiring diagrams, engineering drawings, data analysis, common and system-specific test equipment and built in system tests. Performs on and off-equipment maintenance on aircraft avionics such as automatic flight control systems, instrument systems, communication and navigation systems, and inertial navigations systems. Coordinates back shop bench check; completes testing, repair, inspection, modification, programming, reprogramming, mating, adjusting, alignment, and analyzing of LRUs and shop replaceable units (SRUs). Uses a variety of test equipment such as automatic test equipment (ATE), oscilloscopes, frequency counters, phase-angle voltmeters, optical alignment equipment, digital pitot-static testers, programming units and special purpose test analyzers. Tests and troubleshoots solid state electronic assemblies and subassemblies such as circuit cards, modules, rate generators, electronic control amplifiers, electro-mechanical assemblies, random access memories, programmable read only memories, and various integrated circuits. Identifies faulty parts and repairs to level authorized. Reassembles unit after repair, performs alignment and makes shop checks. (20%)

4. Recommends methods to improve equipment performance, technical data, and maintenance procedures by reporting hardware and software malfunctions, initiates material deficiency reports both on equipment and in technical data, and assists in design changes as necessary. Documents all discrepancies and maintenance actions performed by inputting information into the electronic records information systems (i.e.: CAMS, IMDS, GO-81, REMIS). Recommends hardware and software changes. Submits change recommendations to Technical Orders. Requisitions supply assets and processes repairable assets in accordance with Standard Base Supply System requirements. Documents maintenance actions in aircraft forms and documents man-hour expenditures and maintenance actions in the maintenance computer system. May maintain Electronic Warfare (EW) and analysis equipment such as infrared/radar warning equipment, infrared/radar jamming equipment, chaff/flare dispensing systems, signal analysis equipment, recorders, direction finders, and special purpose test equipment. Accomplishes organizational and intermediate level modifications. May configure complex aircraft ECM equipment to meet critical mission requirements. Performs intricate component alignment and calibration to ensure proper system operation. Performs flight operational test, adjusts or replaces units or components as required. Conducts aircrew debriefings to analyze maintenance problems and determines the nature of required modifications. (15%)

5. May upload/download chaff/flare dispensers. This hazardous task may involve the inspection, storage and handling of explosive devices; to include flares, chaff, impulse cartridges and similar items. Prepares for and participates in Aerospace Expeditionary Force (AEF) tasking, deployments and various inspections and exercises. Processes and accounts for due-in from maintenance (DIFM) supply assets. Ensures that material and equipment are properly stored, protected and maintained and that funds are not obligated for material or parts without proper justification. (10%)

6. May be required to perform additional duties such as structural fire-fighting, aircraft fire/crash/rescue duty, serve as a security guard, remove snow, load and handle munitions, launch/recover and service aircraft, operate heavy equipment, maintain facilities and equipment, or serve as a member of a team to cope with natural disasters or civil emergencies. Complies with safety, fire, security, and housekeeping regulations. (10%)

Performs other duties as assigned.



FAILURE TO SUBMIT REQUIRED DOCUMENTS WILL RESULT IN THE APPLICATION BEING RETURNED WITHOUT ACTION.

REQUIRED DOCUMENTS:

1. NGB Form 34-1, dated November 2013, Signed, dated and annotated with job number and title.

***YOU MUST USE THE FOLLOWING LINK TO OBTAIN THE CORRECT VERSION OF NGB FORM**

34-1: <https://www.ngbpdcc.ngb.army.mil/Portals/27/forms/ngb%20forms/ngb34-1.pdf?ver=2018-09-28-105133-833>

*ALL APPLICANTS Must FULLY complete SECTION IV - PERSONAL BACKGROUND QUESTIONNAIRE of the NGB FORM 34-1. Any "YES" answers to the questions (except 9 & 10) require a separate sheet fully explaining the "YES" response. A current passing Fit Test will suffice for a "YES" response to question 17. FAILURE to provide this documentation will result in the application being returned without action. **** Application must be signed ****

2. Current & complete Report on Individual Personnel (RIP) printout from virtual MPF
3. Most recent copy of current passing fitness assessment
4. Applicants who are in a higher grade than the grade for this advertisement must provide a statement of understanding with your application stating you are willing to be voluntarily demoted without prejudice if selected for this position, IAW ANGI 36-2502, Paragraph 11.1.2.4.1.1.2. If selected for this vacancy, voluntary demotion action must take place prior to being assessed to the AGR program or moved into the position.
5. SF 50 for technicians.
6. Additional Documents Recommended, but NOT REQUIRED: Last 2 OPRs/EPRs, RESUME, Letter of Recommendations.

Forward application and attachments to:

Inquiries Call: (808) 672-1235

Applications are required to emailed to: ng.hi.hiarng.mbx.ngbi-hro-agr1@mail.mil

Applications must submit through AMRDEC or a DOD government computer and any applications received after 24:00 of close date are returned without action.

NOTE: Due to software constraints, we only accept applications in the following formats by email: MS Word (.docx) or other MS Office products (Outlook file, Excel, PowerPoint) Adobe File (.pdf) Rich Text File (.rtf) Text File (.txt) Tagged Image File

Format (.tif or .tiff) Graphics Interchange Format (.gif) Joint Photographic Expert Group Image (.jpg or .jpeg) and PureEdge Forms

Equal Opportunity/ Basic Eligibility Requirements:

- Application screening will be made without regard to race, religion, color, gender, or national origin.
- Applicants are subject, but not required, to a personal interview, before a military board upon notification of time and place. Necessary travel will be at the expense of the individual. Inquiries concerning specific aspects of the duty position should be directed to the Selecting Official.
- Selection will be made from those applicants determined best qualified in terms of experience, training and demonstrated performance ability.
- All interested members may apply by submitting a completed NGB Form 34-1 and a recent RIP, which can be obtained from the virtual MPF. Due to manning restrictions, positions will not be filled if funding/resource are not available.
- Pregnant females are eligible to apply for AGR tours. Individuals selected for AGR tours must meet all applicable medical and physical requirements in accordance with AFI 48-123 prior to entering or initiating the tour. If selected, they cannot be appointed and entered on active duty until the pregnancy period has expired or Commander approval.
- Must meet the Preventative Health Assessment (PHA)/physical qualifications outlined in AFI 48-123, Medical Examination and Standards. Must also be current in all Individual Medical Readiness (IMR) requirements to include immunizations. RCPHA/PHA and dental must be conducted not more than 12 months prior to entry on AGR duty and HIV test must be completed not more than six months prior to the start date of the AGR tour. The State Air Surgeon will review all medical examinations and determine if a member is physically qualified to enter on AGR duty.
- Grade inversion is detrimental to the military nature of the ANG and is not authorized.
- Must meet the minimum requirements for each fitness component in addition to scoring an overall composite of 75 or higher for entry into the AGR program. Any member in the Fitness Improvement Program (FIP) is ineligible for entry into any type of AGR tour program.
- Should be able to complete 20 years of total active federal military service (TAFMS) prior to reaching mandatory separation - - 28 years commissioned service date for officers; age 60 for enlisted members. Waiver authority of this requirement is The Adjutant General. Individuals selected for AGR tours that cannot attain 20 years of active federal service prior to reaching mandatory separation, must complete a Statement of Understanding. The HING, HRO AGR Branch will maintain the completed and signed Statement of Understanding.
- Must not have been separated "for cause" from active duty or a previous Reserve Component AGR tour.