



# District of Columbia Air National Guard

## AGR Announcement

### 23-120



**\*Modified to close 18 June 2023\***

<p><b>APPLICATION MUST BE FORWARDED TO:</b></p> <p><b>IN ORDER TO RECEIVE CONSIDERATION</b>  <a href="mailto:113WG.DCANG.APPLICATIONS@US.AF.MIL">113WG.DCANG.APPLICATIONS@US.AF.MIL</a></p>	<p><b>OPENING DATE:</b> 16 March 2023</p>	<p><b>CLOSING DATE:</b> 18 June 2023</p>
<p><b>Position Location:</b> 113<sup>th</sup> Maintenance Squadron Joint Base Andrews MD</p>	<p><b>Position Title:</b> Aircraft Pseudraulic System Mechanic  <b>Max Grade:</b> SSgt (E5)  <b>Min Grade:</b> SrA (E4)  <b>AFSC:</b> 2A6X4  <b>Tour:</b> Permanent</p> <p><b>Appointment Status</b>  <input checked="" type="checkbox"/> <b>Enlisted</b>    <input type="checkbox"/> <b>Officer</b></p>	
<p><b>AREA OF CONSIDERATION: GROUP III</b> All individuals eligible for entry into the DCANG.</p>		
<p><b>INSTRUCTIONS FOR APPLYING:</b> This office will <b>NOT</b> accept mailed applications. <b>You must send applications electronically.</b> <b>Failure to submit all required documents as outlined below will result in your application not being considered for employment.</b></p> <p style="text-align: center;"><b>AGR REQUIRED DOCUMENTS:</b></p> <ol style="list-style-type: none"> <li>1.) NGB 34-1 (<i><b>dated Nov 2013</b></i>) Application for AGR Position. <a href="https://www.ngbpmc.ng.mil/Forms/NGB-Form/">https://www.ngbpmc.ng.mil/Forms/NGB-Form/</a></li> <li>2.) Copies of last five OPRs/ last three EPRs</li> <li>3.) Resume (<i>any format</i>)</li> <li>4.) 3 References on a separate sheet of paper with email address and additional point of contact number(s).</li> <li>5.) Report of Individual Personnel (RIP) from vMPF only (<i>must be dated within 60 days</i>). If clearance is expired, you must obtain security memo from the Wing security manager.</li> <li>6.) Current Fitness Test from AFFMS II (<i>Per AFI 36-2905 – current within 12 months</i>).</li> <li>7.) Letter(s) of recommendation (<i>optional</i>)</li> <li>8.) If missing documents, memo to board president required stating reason why documents are missing.</li> </ol> <p><b>*All documents must be consolidated into a single pdf file. DO NOT put in PDF Portfolio format. Save applications in the following format: MVA number, Rank, Last name, First name, Middle Initial. Ex: 20-300 – SSGT DOE, JOHN A</b>  <b>Email subject will be in the same format.</b></p>		
<p><b>Conditions of Employment:</b>  <b>Electronic Funds Transfer:</b> Selectee is required to participate in electronic funds transfer/direct deposit.          If applying for an MVA at a lower rank, a voluntary demotion memorandum stating action must be submitted.</p>		
<p><b>Evaluation Process:</b> Applicants will be evaluated solely on information supplied in application documents outlined above. Interview responses will also be considered when applicable. <b>Incomplete applications will not be considered.</b> It is the responsibility of the applicant to contact the POC identified on this vacancy announcement prior to the vacancy closing date to verify all documents have been received. Failure to do so may result in in disqualification. Complete and accurate data is essential to ensure fair evaluation of candidates.</p>		
<p><b>Equal Employment Opportunity:</b> All qualified applicants will receive consideration for this announcement without regard to race, color, gender, religion, national origin, or membership/non-membership in an employee organization. Reference: NGR AR 690-600 / NGR AF 40-1614. <a href="http://www.ngbpdc.ngb.army.mil/pubs/40/ngraf40_1614v2.pdf">http://www.ngbpdc.ngb.army.mil/pubs/40/ngraf40_1614v2.pdf</a> and ANGI 36-7 <a href="http://www.ngbpdc.ngb.army.mil/publications.htm">http://www.ngbpdc.ngb.army.mil/publications.htm</a></p>		



# The District of Columbia Air National Guard



DC is an Equal Opportunity Affirmative Action Employer

This announcement must be posted on unit bulletin boards until the day following the closing date.

**Announcement Number:** 23-120

**Position:** Aircraft Pneudraulic System Mechanic

**Position Description:**

Pneudraulic Svstem Mechanic within a fuel systems shop responsible for inspection, repair and maintenance of aircraft fuel cells, water injection, entidetonant (ADI), and inflight refueling systems. Utilizing extensive knowledge of fuel systems maintenance practices and procedures, incumbent troubleshoots the systems and determines extent and type of preventive and/or repair maintenance required and performs all necessary repairs, installation, and operational checks. Utilizing electrical wiring diagrams, blueprints, schematics and technical publications, determines extent and type of preventative and/or repair maintenance required. Performs organizational and intermediate maintenance on aircraft fuel systems, components, and equipment to include fuel cells, drop tanks, regulators, pumps, relief valves and fuel accessories. Also performs required maintenance activities associated with time compliance technical orders (TCTC) involving aircraft fuel systems, inflight refueling systems and related components. Connects power sources, and using cockpit controls, gauges and additional precision instruments, performs operational and functional checks of inflight refueling, single point refueling and fuel transfer systems and related valves, pumps, switches, selectors, and control devices. Performs leak check of aircraft fuel systems by visual inspection or by removal of panels and dye tracing fuel leaks. Determines serviceability of fuel cell sealant and replaces it when required. Examines faulty components and determines feasibility of repair, replacement and/or need for submitting unsatisfactory reports. Repairs, reassembles, and installs fuel system components and performs operational tests using bench and other related test equipment. Diagnoses and overhauls fuel accessories by disassembling, cleaning, and examining parts for corrosion, scratches, cracks or other damage. Replaces gaskets and worn parts, reassembles accessories, adjusts and tests to insure proper operation in accordance with standards in technical data. Controls entry into fuel cell repair areas. Prepares for and participates in various types of readiness evaluations such as ORI, IG, and DE inspections, mobility, and command support exercises. May be required to perform such additional duties as structural fire fighting, aircraft fire/crash/rescue duty, security guard, snow removal, munitions loading and handling, heavy equipment operator, maintenance of facilities and equipment, or serve as a member of a team to cope with natural disasters or civil emergencies.

Performs other duties as assigned.

Work is performed under general supervision of the Fuel Systems Shop Supervisor Aerospace Systems Section Foreman. May receive day-to-day work direction from a lead worker. Assignments are given in the form of work orders, inspection reports and oral instructions. Plans work sequences, selects tools and repairs parts and independently carries assignments through to completion, referring only unusual and difficult problems to supervisor. Work is subject to spot check upon completion for acceptability and adherence to instructions and established standards. Guidelines available for reference include technical orders and manuals, manufacturers specifications, factory engineering bulletins and standard operation procedures. Works inside and outside, in very confining spaces, in inclement weather, on icy and slippery ramps, aircraft surfaces and work stands, and in temperature and humidity extremes. Subject to the dangers from exposure to toxic fumes, high pressure air and fluids, fast actuating metal aircraft surfaces such as landing gears, speed brakes, missile doers and flaps; engine noise, heat blast, intake suction: rotating propellers; explosive munitions; electrical voltage, cartridge actuating devices: liquid oxygen, fire or explosion of aircraft fuels, lubricants, paints and solvents. Physical efforts involve climbing. stooping, standing, stretching, bending, and working in tiring and uncomfortable positions. Requires moderate to strenuous physical exertion. Lifts heavy equipment and components weighing from 20 to 30 pounds

and occasionally up to 80 pounds. Subject to the dangers of skin irritation from aviation fuels, lubricants and solvents. This position is involved with the maintenance, modification and repair of fuel tanks, cells, inflight refueling and fuel transfer systems. The WG-8255 Pneudraulic System Mechanic Series lists as an exclusion..."where the work requires: (1) a substantive knowledge of aircraft structures and of the relationship of pneudraulic systems to the structure and to other systems aboard the aircraft; and (2) a knowledge (for efficiency and safety) of the work of mechanics in other trades, as for example, electrical and sheet metal, working in the environs of the aircraft structure (see Aircraft Pneudraulic Systems Mechanic Series WG-8268)." The subject position meets the above criteria and therefore is excluded from the Pneudraulic Systems Mechanic, WG-8255.

The Fuels Shop deals with problems which interface with other systems maintained by other shops, such as fuel quantity, engine fuel flow, and fuel pressure systems. The mechanics must be familiar with aircraft structure in fuel cell repair or replacement and leak detection in cells and tanks. They must have a knowledge of electrical shop functions for testing, and the Structural Repair Shop for sheet metal repair and sealant work. The position is therefore properly placed in the Aircraft Pneudraulic Mechanic Series, WG-8268. Jobs graded by this standard at WG-8268-10 or above are titled Aircraft Pneudraulic Systems Mechanic. In contrast to the above, the mechanic specializes in the maintenance, troubleshooting, and repair of aircraft fuel tanks, cells, fuel lines, valves, switches, pumps, thermostats, motors, etc., for the fuel system of the aircraft. The mechanic locates and isolates leaks in fuel tanks/cells, repairs and tests cells (within aircraft or after removing components) if required, installs, reconnects, and tests the components and systems. As stated in the WG-10 level criteria, the mechanic utilizes a similar level of knowledge and skills (of hydraulic principles, aircraft Pneudraulic systems, aircraft structures, electrical and mechanical principles, etc.). Also, the level of responsibility is matched in that the mechanic works independently, using accepted trade practices and pertinent technical manuals, with work subject to a spot check review. The WG-8268-10 level is fully met but not exceeded.

**Minimum Qualification Requirements:**

1. Open to all members eligible for entry into DCANG.
2. Must meet physical fitness standards prescribed by AFMAN 36-2905.
3. Must possess a valid Secret Clearance.

**Eligibility Requirements:**

1. Applicants who have been separated for cause from active duty or a previous AGR tour are ineligible.
2. Prior to entry into the AGR Program, member must be medically cleared by the 113th Medical Group.
3. Must meet all eligibility requirements in accordance with ANGI 36-101.

**AGR Employment Points of Contact:**

HR Specialist: A1C Danielle James, [danielle.james.2@us.af.mil](mailto:danielle.james.2@us.af.mil), 202-685-8813 (DSN 325-8813)

AGR NCOIC: MSgt Victoria McNamara, [Victoria.McNamara@us.af.mil](mailto:Victoria.McNamara@us.af.mil), 202-685-8813 (DSN 325-8813)