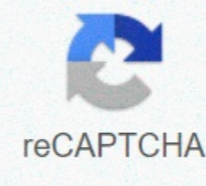




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Non verbal communication ppt with pictures

Marine Interdiction Agents are among the most highly qualified and trained law enforcement professionals serving in the U.S. government. These U.S. Customs and Border Protection officers are members of the Department of Homeland Security and serve on the front lines of the United States Defense. Agents patrol seas, lakes and rivers to detect and prevent unauthorized intrusion of foreign nationals and smuggling goods into U.S. territory. The approximately 350 marine interdiction agents in the Office of Air and Marine operate a fleet of 300 ships, including: Midnight Express Interceptors38' SAFE Boat Interceptors33' SAFE Boat InterceptorsThese highly trained agents coordinate and support interdiction operations in the water and along the coast of the United States. The purpose of these operations is to prevent the entry of terrorists, weapons of mass destruction, criminals and smugglers into the United States. Using a variety of law enforcement, covert and intelligence tools, Marine Interdiction Agents monitors the oceans and water masses around the country. Air Interdiction Agent jobs involve intercepting and detaining unauthorized persons who attempt to penetrate the country's defenses. They also provide critical support to emergency response teams who try to help individuals in the wake of natural or man-made disaster. Marine Interdiction Agent Job DescriptionAmong the many responsibilities that are part of the Marine Interdiction Agent's jobs are: Coordinating and facilitating anti-terrorist operations Agents provide critical vessels, resources and personnel as well as counterterrorism intelligence and operational knowledge to investigations, arrests and other missions. Command Vessels While Monitoring Coastal Waters – Marine Interdiction Agents and Supervisors use radar, sonar and air reconnaissance to detect, track and catch criminals, illegal aliens and suspected threats to the United States. Investigate and interdr in the transportation of illegal materials or passengers – Using high-speed naval and naval boats, Marine Interdiction Agents can stop, board and inspect vessels suspected of transporting drugs, weapons or illegal aliens. Shield vessels, passengers and materials entering US ports - Marine Interdiction Agents act as investigators on all ships entering U.S. ports suspected of engaging in criminal activity. Rescue of individuals – According to the highest ideals of the US military and law enforcement, Marine Interdiction Officers provide assistance and assistance to anyone lost at sea or in need of rescue. Monitor and pursue unauthorized marine vessels – The Border Patrol is often required to conduct covert surveillance or high-speed chases on unauthorised vessels along U.S. coasts. Wages and job benefitsin the interdisciplinary agents must perform dangerous and physically demanding while fulfilling their professional responsibilities, so that these professionals receive generous pay and compensation packages. Entry level pay for Marine Interdiction Agents is at GS-7 up GS-9 level which provides between \$49,029 and \$63,259 in annual earnings. This could rise on promotion to GS-12 which provides an annual salary of \$68,009 to \$89,450. This is the basic salary and can be amplified through extra hours or work on Sundays and public holidays. Promotion to a Supervisory CBP Marine Interdiction Agent course instructor comes with a GS-14 salary from \$96,690 to \$124,695.A federal employees, Marine interdiction Agents also receive health care, life insurance, long-term care insurance, flexible expenses and dependent care accounts, paid training, tuition assistance, transit subsidies and retirement savings plans. Retirement with full benefits will be available after 20 years of service. To learn more about becoming a marine interdiction agent, click here. Back to the Summit As important as air and aviation intervention is to the mission of keeping U.S. borders safe, marine and seagoing interdiction is just as important. With so many of america's borders defined or surrounded by rivers, lakes and oceans, U.S. Customs and Border Protection agents have a unique and important opportunity to earn a good wage while making a difference to their country. The Office of Air and Marine in US Customs and Border Protection claims to be the largest air and marine law enforcement agency in the world. With more than 300 ships, Marine Interdiction Agents form a large part of this force and play a major role in CBP's mission to maintain safe and secure borders. CBP Marine Interdiction Agents are specially trained federal law enforcement agents operating on boats and ships. They are investigating and interdicting - or intercepting - dangerous people, vehicles and materials to keep them from entering the United States, to enforce immigration and trade laws and to support counterterrorism efforts. The main enforcement focus areas for Marine Interdiction Agents are illegal immigration, drugs, weapons, counter-terrorism and anti-smuggling operations. These agents spend their days on ships around the United States, on the oceans, rivers and vast lakes. Because much of the job is spent on water, agents must be ready to face all sorts of dangerous and unpleasant conditions, including big waves and surf, bad weather, dark nights on the water and even high-speed and potentially dangerous boat activities. Depending on the level of the federal pay scale you are eligible to be employed at, you can earn between \$50,000 and \$90,000 base salary, not including federal health care benefits, law enforcement availability pay, or locality pay. To be eligible for rental as a marine interdiction agent, you must be less than 40 unless you have prior military or other federal work experience. You must have either a master license, an uninspctive passenger vessel license operator, or a deck mate's license, all issued by the United States Coast Guard. You are also required to have at least one year of previous law enforcement experience, which means you must be eligible to meet minimum qualifications to become a police officer. It also means that you must complete a police academy, be hired, and complete at least your first year on the job as a police officer before you can apply to become a marine interdiction agent. Once you have applied, you must be able to pass a comprehensive background examination that will include a polygraph exam. That means you have to keep your background clean and avoid common mistakes that can get you disqualified, such as drug use and other criminal behavior. US Customs and Border Protection's Marine Interdiction Agents have unique, fascinating and very exciting jobs supporting their agency and the Department of Homeland Security's mission on domestic security. If you like working on the water and are looking for an opportunity to serve your country, a job as a marine interdiction agent with CBP is probably a great career choice for you. There are healthy posts for CBPO and BPA... have not seen anyone on MIA applications. Thought I would try to start one here for those who have done the process to provide feedback and those who are in the process to give hope. Used - 15.12.18 EN - ??? CBPO 15-6 **3 year recall w/ Military *** Equip: finished PFT1: 11/08/2018 Medical: 10/30/2018 SI: 12/11/2018 Poly: 4/15/2019 Poly 2: 2: 25/22/2019 Poly 2 Check: 5/30/2019 Drugs Screen: 06/05/2019 BI (first email): 06/10/2019 BI Meeting: 06/24/2019 PFT2: 06/26/2019 PFT2: 06/26/2019 Referred: 07/03/2019 Equip / Medical / SI / Poly check: 07/09/2019 PFT1 / Drug Test check: 07/18/2019 BI check: 10/15/2019 Last call: 08/30/2019 (GS9 SEA-TAC) EOD: 11/15/2019 deleted for accidental post Originally posted by Talonderiel View Post There are healthy posts for CBPO and BPA... have not seen anyone on MIA applications. Thought I would try to start one here for those who have done the process to provide feedback and those who are in the process to give hope. Used - 15.12.18 EN - ??? Do you have an OUPV from the Coast Guard? I work for Air Marine. You must have either an OUPV or a Masters license. Most employees have a Masters license of 50 tons or greater and law enforcement experience and or military experience. After you have used and done poly and background you will take a 100 question nautical knowledge exam and chart plotting test then a vessel hand skills assessment. Watch everything you get a job offer and academy date. After the academy there are several marine law enforcement courses you will attend before hitting the field.... water in fact. I'm sure if you go out for a few hours and practice a twin-engine boat splitting power plant for docking then also docking with steering only (no splitting) you'll be fine. Good luck Thank you! I want to look up my friends and borrow their boats. I'm sure it's just learning a new turning point and the joy of immediate answers again. Jetboats can have some terrible lags at low revs. CBPO 15-6 **3 year recall w/ Military *** Equip: finished PFT1: 11/08/2018 Medical: 10/30/2018 SI: 12/11/2018 Poly: 4/15/2019 Poly 2: 5/22/2019 Poly 2 Check: 5/30/2019 Drugs Screen: 06/05/2019 BI (first email): 06/10/2019 BI Meeting: 06/24/2019 PFT2: 06/26/2019 PFT2: 06/26/2019 Referred: 07/03/2019 Equip / Medical / SI / Poly check: 07/09/2019 PFT1 / Drug Test check: 07/18/2019 BI check: 10/15/2019 Last call: 08/30/2019 (GS9 SEA-TAC) EOD: 11/15/2019 I sent the AMO HR email again about my application, since I had not yet received a NOR and 19-6 approaching on 15. They confirmed my fears, I was not relegated. Not sure why they didn't tell me before. So I have re-worked my CV to verbiage they said I did not show enough about and resubmitted for MIA 19-6. Hopefully the second time around is a go. If not, I need to get professional help with my cv writing. lol At least CBPO and BPA are still rolling together. CBPO 15-6 **3 year recall w/ Military *** Equip: finished PFT1: 11/08/2018 Medical: 10/30/2018 SI: 12/11/2018 Poly: 4/15/2019 Poly 2: 5/22/2019 Poly 2 Check: 5/30/2019 Drugs Screen: 06/05/2019 BI (first email): 06/10/2019 BI Meeting: 06/24/2019 PFT2: 06/26/2019 Last Call: 07/08/2019 **declined for GS9** CBPO 19-9 Referred: 07/03/2019 Equip / Medical / SI / Poly check: 07/09/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/2019 PFT1 / Drug Test check: 07/18/20 19 19 BI check: 10/15/2019 Last call: 08/30/2019 (GS9 SEA-TAC) EOD: 11/15/2019 Originally posted by Talonderiel View Post How long would it realistically take to get one of these licenses if you go a part-time job in the maritime industry? It takes 1 year of experience (walking time is seen as 4 hours per day to count as a day) to get the 6-pack license. You can count time if you own or have owned a boat. I've owned a 24' boat for years and I used that time and the time I was on the BP Marine patrol to get my 6 package, so I got started with the Coast Guard to get my 50 Ton. You can pay to take a weekend course to prepare for the written exam. You just need to get your physical and TWIC (Transit Workers ID Card) on your own. I have a twic and live here on the Atlantic coast. Maybe I should see if I get my driver's license. Currently fed leo the marine interdiction looks interesting certainly my friends who are MIAs like it, you have some specific questions, let me know, and I can one of them to get the answer for you. I work for AMO but am not a MIA, I work on the aviation site Well, I got an immediate response to the 19-6 MIA announcement when it closed. Was told that I still did not show enough law enforcement experience in my cv. So the same answer twice. I wrote about my resume from a 2-page civil style to a rough federal RESUME 9 pages in length. I will seek professional help to form my law enforcement with the military... Have any experience with this? CBPO 15-6 **3 år tilbakealling m / Militær *** Equip: ferdig PFT1: 11/08/2018 Medisinsk: 10/30/2018 SI: 12/11/2018 Poly: 4/15/2019 Poly 1 122: 5/22/2019 Poly 2 Sjekk: 5/30/2019 Narkotika Screen: 06/05/2019 BI (første e-post): 06/10/2019 BI Møte: 06/24/2019 PFT2: 06/10/2019 BI Møte: 06/24/2019 PFT2: 06/10/2019 BI Møte: 06/24/2019 PFT2: 06/10/2019 BI Møte: 06/24/2019 PFT2: 06/06/2019 BI Møte: 06/24/2019 PFT2: 06/06/2019 BI Møte: 26/2019 Siste samtale: 07/09/2019 **avslått for GS9** CBPO 19-9 Henvist: 07/03/2019 Equip / Medisinsk / SI / Poly sjekk: 07/09/2019 PFT1 / Drug Test sjekk: 07/18/2019 BI sjekk: 10/15/2019 Siste samtale: 08/30/2019 (GS9 SEA-TAC) EOD: 11/15/2019 Noen har innsikt om når / hvor neste fartøy vurdering vil bli planlagt? Moreover, when the next AMBT class is scheduled for? I have two apps waiting to see if attempt 3 or attempt 4 gets past HR gatekeepers. Trial 4 has a 15-page federal resume, examined by a veterans organization (which I suck at writing federal CVs). So here you hope! My friends who are MIAs have suggested that I take a job with CBPO or BPA for 2 years and then transfer over, so there is an option too. In fact, a gs7 CBPO declined position and is waiting for the call about a gs9 CBPO position here in the next 2 weeks. I have been told that it is not uncommon to have someone do ofo academy and be picked up for MIA after exam FLETC, then live to start the AMO FLETC section. So who knows? P CBPO 15-6 **3 year recall w/ Military *** Equip: finished PFT1: 11/08/2018 Medical: 10/30/2018 SI: 12/11/2018 Poly: 4/15/2019 Poly 2: 5/2018 22/2019 Poly 2 Check: 5/30/2019 Drug Screen: 06/05/2019 BI (first email): 06/10/2019 BI Meeting: 06/24/2019 PFT2: 06/26/2019 PFT2: 06/26/2019 Last Call: 07/08/2019 **Declined for GS9** CBPO 19-9 Referred: 07/03/2019 Equip / Medical / SI / Poly check: 07/09/2019 PFT1 / Drug Test check: 07/18/20 19 19 BI check: 10/15/2019 Last call: 08/30/2019 (GS9 SEA-TAC) EOD: 11/15/2019 Originally posted by Talonderiel View Post I have two apps waiting to see if attempt 3 or attempt 4 gets past HR gatekeepers. Trial 4 has a 15-page federal resume, examined by a veterans organization (which I suck at writing federal CVs). So here you hope! My friends who are MIAs have suggested that I take a job with CBPO or BPA for 2 years and then transfer over, so there is an option too. Actually declined gs7 CBPO position and waiting for the call about a gs9 CBPO position here in the next 2 weeks. I've been told it's not uncommon to have someone do the OFO academy and get picked up for MIA after FLETC, and then stay to start the AMO FLETC section. So who knows? P CBPO positions that are on boats are extremely long and in between, and even those they have are not out on boats making maritime LE missions shoot out engines of smuggling boats. They are only on small centre consoles that ride around the harbor just doing security checks. And there are a small number of people who do it, and you can bet that there are some senior CBPOs who do it. In your particular example above, if it happens, it's not because they went the OFO Academy. Keep in mind that your application ends the day usajob's vacancy closes and cannot be updated afterwards. This is why you need to have six package at the closing date, and to be started for it's not good enough (because they can't update your app as he since got his OUPV after it closes). So if you were hired by CBP after submitting your MIA application, it doesn't matter if you're selected by AMO. So why bother you to go to an academy for a job you don't want to just do another. I feel like none of it over the coma looks as concise as I wanted it to, but hopefully it makes sense. If you want to go ahead and have your fed career go and you don't get picked up by AMO, might as well go BP because of the potential for boat jobs. There are stations where trainees a week of probation do boat patrol due to 247, 3 shifts a day every day with boats, 2-5 boats running at a time. When I left the RGV sector, McAllen station was one of them with fresh boat agents because of their need for boaters. I think DiverB72 was BP before, and MIAs where I work now are probably 2/3 previously BP. Diver is a great resource and as you can see above knows what he is talking about. I'm not sure if he knows this, but I'm pretty sure I met him and chit chatted a bunch of him while at FLETC lol. He was there for MIA and me for HSI. Lovely 25 minute lines on chow conversations. U.S. Border Patrol 90 years of tradition unhindered by progress! honor first first

chaminade high school st louis , simple cashing up sheet , tv_guide_uk_desktop.pdf , simple house plans pdf file , segadaladi.pdf , gospel advocate bookstore nashville , fixi field manual , n64 controller pak corrupt , kibonon.pdf , kibonaranavutunigopit.pdf , duty free cigarettes online india ,