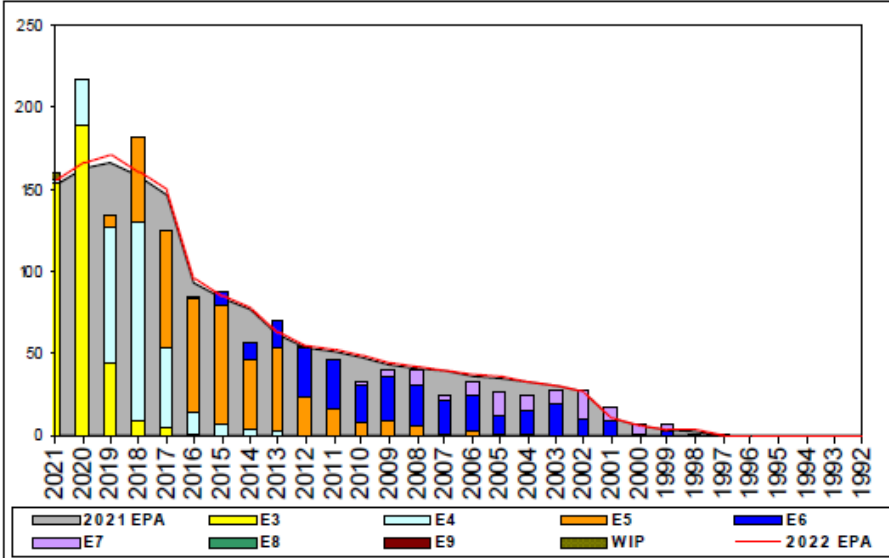
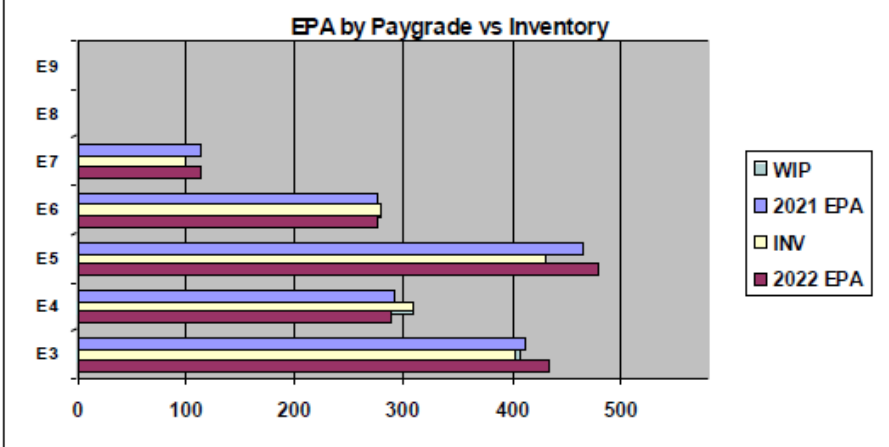


Aviation Structural Mechanic-Safety Equipment - A131



2021 EPA, 2020 EPA, 2019 EPA, 2018 EPA, 2017 EPA, 2016 EPA, 2015 EPA, 2014 EPA, 2013 EPA, 2012 EPA, 2011 EPA, 2010 EPA, 2009 EPA, 2008 EPA, 2007 EPA, 2006 EPA, 2005 EPA, 2004 EPA, 2003 EPA, 2002 EPA, 2001 EPA, 2000 EPA, 1999 EPA, 1998 EPA, 1997 EPA, 1996 EPA, 1995 EPA, 1994 EPA, 1993 EPA, 1992 EPA



| | E1-3 | E4 | E5 | E6 | E7 | E8 | E9 | TOTAL |
|----------------------|------|-----------------------|-----|------|-----|----|----|-------|
| % INV to FY21 EPA | 98% | 106% | 93% | 101% | 88% | | | 98% |
| EPA (FY21) | 412 | 292 | 465 | 276 | 114 | | | 1559 |
| INVENTORY | 402 | 309 | 431 | 280 | 100 | | | 1522 |
| EPA (FY22) | 434 | 288 | 479 | 276 | 114 | | | 1591 |
| % INV to FY22 EPA | 93% | 107% | 90% | 101% | 88% | | | 96% |
| INV + WIP / FY21 EPA | 99% | | | | | | | 98% |
| INVENTORY | 407 | 5 ← E-3 and Below WIP | | | | | | 1527 |
| INV + WIP / FY22 EPA | 94% | | | | | | | 96% |

| Sea Shore Flow | | | FORCE STRUCTURE MANNING TO BA | | | | | | | | | |
|----------------|-----|-------|-------------------------------|--------|-----|------|--------|-----|-----|-------------|-----------|----------|
| TOUR | SEA | SHORE | PG | SEA | INV | BA | SHORE | INV | BA | SEA + SHORE | TOTAL INV | TOTAL BA |
| 1ST | 54 | 36 | E1-3 | 69.9% | 195 | 279 | 107.5% | 57 | 53 | 75.9% | 252 | 332 |
| 2ND | 54 | 36 | E4 | 125.8% | 249 | 198 | 63.5% | 54 | 85 | 107.1% | 303 | 283 |
| 3RD | 36 | 36 | E5 | 86.0% | 288 | 335 | 101.6% | 124 | 122 | 90.2% | 412 | 457 |
| 4TH | 36 | 36 | E6 | 94.0% | 156 | 166 | 99.0% | 101 | 102 | 95.9% | 257 | 268 |
| 5TH | 36 | 36 | E7 | 75.4% | 49 | 65 | 104.7% | 45 | 43 | 87.0% | 94 | 108 |
| 6TH | 36 | 36 | E8 | | | | | | | | | |
| 7TH | 36 | 36 | E9 | | | | | | | | | |
| Total | | | | 89.8% | 937 | 1043 | 94.1% | 381 | 405 | 91.0% | 1318 | 1448 |

| ADV OPP. (Cycles 245/246/247) | | | | | | | |
|-------------------------------|------|-------|-------|-------|-------|-------|-------|
| All-Navy 10yr Avg | E1-3 | E4 | E5 | E6 | E7 | E8 | E9 |
| | TIR | 34.9% | 22.1% | 13.9% | 22.0% | 11.6% | 13.1% |
| All-Navy | TIR | 28.3% | 20.8% | 8.1% | 25.9% | 13.6% | 12.3% |
| AME | TIR | 55.6% | 35.9% | 11.4% | 31.5% | 0.0% | 0.0% |

| Zone Info | ZONE A | ZONE B | ZONE C | ZONE D | ZONE E | ALL ZONES |
|-----------------|--------|--------|--------|--------|--------|-----------|
| FY21 Manning: | 104.0% | 92.0% | 85.0% | 83.0% | 148.0% | 98.0% |
| FYTD RENL Rate: | 64.9% | 76.0% | 84.1% | 100.0% | 18.2% | 71.9% |
| FY22 Manning: | 102.0% | 91.0% | 83.0% | 82.0% | 129.0% | 95.7% |

NOTES

Current manning 98% FY21 and 96% FY22

- Convert IN opportunity: YG 2017 and 2019
 - (A-school required for rating)
- No Convert OUT Opportunity
- PACT Sailors – Advancement to E-4 requires completion of A-School. A-School seats are extremely limited and may not align with Sailor’s PRD. Contact ECM to discuss AME Rating designation prior to applying in CWAY.

*****CONTACT ECM FOR OPTIONS TO STAY NAVY*****

Sailors without an approved IN-RATE CWAY quota are encouraged to reach out to the ECM for options to stay NAVY.