

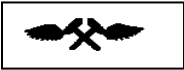


**AM CAREER PATH
FULL TIME SUPPORT (FTS)**



The Aviation Structural Mechanic - Hydraulics (AM) maintains all aircraft main and auxiliary hydraulic power systems, actuating subsystems, and landing gear. Responsible for maintenance on the aircraft fuselage (mainframe) wings airfoils, associated fixed and moveable surfaces and flight controls.

YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO ADVANCE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/ShORE ROTATION	TYPICAL CAREER PATH DEVELOPMENT
26-30	AFCM	23.3 Yrs	CSEL, 8CMC	36/36	Follow-on Shore Tours
23-26	AFCM AMCS	23.3 Yrs 19.1	CSEL, 8CMC/8CSC	36/36 48/48	4 th Sea Tour Billet: MMCPO/MSCPO/Staff LCPO/Production LCPO/ SEL/CSEL Duty: AMMT/Squadron Qualification: Senior Enlisted Academy
20-23	AFCM AMCS AMC	23.3 Yrs 19.1 15.3	CWO, CSEL, 8CMC/8CSC, ECM, Rating Detailer	36/36 48/48 48/36	3 rd Shore Tour Billet: MMCPO/MSCPO/Staff LCPO/Production LCPO/ SEL/CSEL Duty: PERS/AMMT/WING/ Squadron/FRS/FRC/NOSC Qualification: Senior Enlisted Academy /NOSC PQS
16-20	AMCS AMC AM1	19.1 Yrs 15.3 9.7	OCS, CWO, CSEL, 8CSC	48/48 48/36 60/36	3 rd Sea Tour Billet: Maint LCPO/Dept LCPO/QA/CSEL Duty: AMMT/Squadron Qualification: SFF/SFM
12-16	AMC AM1	15.3 Yrs 9.7	OCS, LDO, CWO, CSEL, RDC, Equal Opportunity Advisor, Instructor Duty	48/36 60/36	2 nd Shore Tour Billet: Instructor/RDC /Staff/Div/Prod/ Maint CPO/QA/SEA/SEL Duty: PERS/WING/AMMT/ Squadron/FRS/TSU/FRC/ NOSC Qualification: LCPO/SFF/SFM/NOSC PQS/NDI
8-12	AMC AM1 AM2	15.3 Yrs 9.7 4.5	OCS, LDO	48/36 60/36 60/36	2 nd Sea Tour Billet: Maint Tech/WC Sup/ QA/LPO/DIV LCPO Duty: AMMT/Squadron Qualification: SFF/SFM/EAWS/LPO
4-8	AM1 AM2	9.7 Yrs 4.5	STA-21, LDO, RDC, Instructor Duty	60/36 60/36	1 st Shore Tour Billet: Maint Tech/WC Sup/LPO/Instructor/QA Duty: Squadron/TSU/NAS/ FRC/NOSC Qualification: EAWS/NOSC PQS/NDI



**AM CAREER PATH
FULL TIME SUPPORT (FTS)**



YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO ADVANCE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/ShORE FLOW	TYPICAL CAREER PATH DEVELOPMENT
1-4	AM2 AM3 AMAN	4.5 Yrs 2.4	STA-21	60/36 60/36 60/36	1 st Sea Tour Billet: Maint Tech/Plane Captain/Collateral Duty Inspector/Maint Turn Qual Duty: Squadron Qualification: EAWS/Plane Captain/CDI
1+/-	AMAN AMAA Accession Training	9 Months		60/36	Recruit Training (8 weeks)/'A' School (9 weeks)/'C' School for aircraft platform or FRC billet.

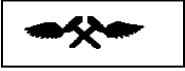
Notes:

1. "A" School is not required.
2. This is a compression rating - AM/AME ratings compress to AM rating at Senior Chief. AM/AD ratings compress to AF rating at Master Chief.
3. ACRONYMS INCLUDE:

MMCPO	Maintenance Master Chief
MSCPO	Maintenance Senior Chief
CSEL	Command Senior Enlisted Leader
SEL	Senior Enlisted Leader
QAR	Quality Assurance Representative
CDQAR	Collateral Duty Quality Assurance Representative
SFF	Safe for Flight
SFM	Safe for Mission
NDI	Non-Destructive Inspection Technician

Considerations for advancement from E6 to E7

1. Sea Assignments
 - Documentation of utilizing in-rate qualifications:
 - Collateral Duty Inspector (CDI)
 - Quality Assurance Representative (QAR)
 - At least one warfare pin (AW primary)
 - Should have previously served or is currently serving as LPO of:
 - Production Division
 - Work Center
 - Quality Assurance
 - Maintenance Control
 - Safe-For-Flight (SFF)/Safe-For-Mission (SFM) Qualification **O-Level (Squadron)**
 - ***SFF/SFM qualification is not required for advancement to E-7 but is considered to be the pinnacle of aviation maintenance qualifications. E-6's holding the SFF/SFM qualification should be given appropriate consideration for advancement due to the nature of the qualification.



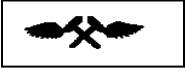
AM CAREER PATH FULL TIME SUPPORT (FTS)



- Upper-level qualifications
 - Full Systems Quality Assurance Representative (FSQAR) / High-Power / Low-Power Turn Qualification. Not required but a good indicator of character and ability to operate responsibly.
 - Command Collateral duties with documented impact.
 - FCPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
2. Shore Assignments
- Fleet Replacement Squadron (FRS). There is no special screening for FRS Squadrons. However, FRS should be considered arduous duty due to the nature of operations.
 - Squadron Augment Units (SAU) and Tactical Support Units (TSU) augment and support Fleet Replacement Squadrons and type wing operational requirements.
 - Personnel assigned to Navy Operational Support Centers (NOSC) **SHALL** complete the NOSC Watchstander PQS (NAVEDTRA 43075).
 - Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - RDC/Instructor/TYCOM/WING
 - Attainment of 805A Instructor NEC and Master Training Specialist (MTS) qualification if eligible.
 - I-Level shore facility favorable positions include:
 - Production Control LPO
 - Quality Assurance LPO
 - Non-Destructive Inspection (NDI) Technician
 - Upper-level qualifications
 - Production Division Quality Assurance Representative (QAR)/High-Power/Low-Power Turn Qualification (400 Division Personnel). Not required but a good indicator of character and ability to operate responsibly.
 - Lean Six Sigma Green Belt or Black Belt
 - O-Level (Squadron) favorable positions include:
 - Safe-For-Flight(SFF)/Safe-For-Mission (SFM) Qualification
 - ***SFF/SFM qualification is not required for advancement to E-7 but is considered the pinnacle of maintenance qualifications. E-6's holding the SFF/SFM qualification should be given appropriate consideration for advancement due to the nature of the qualification.
 - Upper-level qualifications
 - Full Systems Quality Assurance Representative (FSQAR)/High-Power/Low-Power Turn Qualification. Not required but a good indicator of character and ability to operate responsibly.
 - Command Collateral duties with documented impact.
 - FCPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.

Considerations for advancement from E7 to E8

1. Sea Assignments
- At least one warfare pin (AW primary)
 - Safe for Flight (SFF)/Safe for Mission(SFM) Qualification if stationed at the **O-Level (Squadron)**
 - SFF/SFM Qualified on at least one aircraft platform
 - At least 12 months in a command role/billet:
 - Maintenance LCPO
 - QA LCPO
 - Detachment LCPO



AM CAREER PATH FULL TIME SUPPORT (FTS)



- Strong consideration for personnel designated as a Detachment LCPO:
 - Rescue DETs and/or new delivery aircraft do NOT qualify as Detachment LCPO
- Strong consideration for arduous duty as Aviation Maintenance Monitoring Team (AMMT) which demonstrates leadership, character, and ability to communicate effectively.
- Command Collateral duties with documented impact.
- CPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
- CPO Initiation with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
- SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.

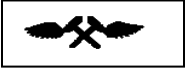
2. Shore Assignments

- At least one warfare pin (AW primary)
- Staff Duty
 - TYCOM Advisor/WING Inspector
- Fleet Replacement Squadron (FRS). There is no special screening for FRS Squadrons. However, FRS should be considered arduous duty due to the nature of operations.
 - Squadron Augment Units (SAU) and Tactical Support Units (TSU) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- Personnel assigned to Navy Operational Support Centers (NOSC) **SHALL** complete the NOSC Watchstander PQS.
- Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - NOSC SEL/RDC/Instructor/TYCOM/WING
 - Attainment of 805A Instructor NEC and Master Training Specialist (MTS) qualification if eligible
- I-Level shore facility:
 - Production Division LCPO
 - Quality Assurance LCPO
 - Production Control LCPO
- Command Collateral duties with documented impact.
- CPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
- CPO Initiation with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
- SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.

Considerations for advancement from E8 to E9

1. Sea Assignments

- The 724B **OR** 770B NEC is required for advancement to E9.
- Senior Enlisted Academy or other service equivalent (required)
- Successfully lead a Maintenance Department
- At least 12 months in a command role/billet
 - Maintenance SCPO- **SHALL** be Safe For Flight/Safe For Mission
 - Completion of an inspection cycle (AMI/MCI/MPA, etc.)
 - QA SCPO
 - Completion of an inspection cycle (AMI/MCI/MPA, etc.)
- Strong consideration for arduous duty as Aviation Maintenance Monitoring Team (AMMT) which demonstrates leadership, character, and ability to communicate effectively.
- At least one warfare pin (AW Primary)
- Senior Enlisted Leader during absence of incumbent



AM CAREER PATH FULL TIME SUPPORT (FTS)



- Not required for advancement however a positive indicator of responsibility, character, competence and integrity.
 - Command Collateral duties with documented impact.
 - CPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - CPO Initiation with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
2. Shore Assignments
- The 724B **OR** 770B NEC is required for advancement to E9.
 - Senior Enlisted Academy or other service equivalent (Required)
 - At least 12 months in a command role / billet
 - Maintenance SCPO (O-Level)- **SHALL** be Safe For Flight/Safe For Mission
 - Completion of an inspection cycle (AMI/MCI/MPA, etc.)
 - Production SCPO (I-Level)
 - Completion of an inspection cycle (AMI/MCI/MPA, etc.)
 - QA SCPO
 - Completion of an inspection cycle (AMI/MCI/MPA, etc.)
 - Staff Duty
 - TYCOM Advisor/WING Inspector
 - Fleet Replacement Squadron (FRS). There is no special screening for FRS Squadrons. However, FRS should be considered arduous duty due to the nature of operations.
 - Squadron Augment Units (SAU) and Tactical Support Units (TSU) augment and support Fleet Replacement Squadrons and type wing operational requirements.
 - Personnel assigned to Navy Operational Support Centers (NOSC) **SHALL** complete the NOSC Watchstander PQS.
 - I-Level shore facility:
 - Production Division LCPO
 - Quality Assurance LCPO
 - Production Control LCPO
 - Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - NOSC SEL/TYCOM/WING
 - Senior Enlisted Leader during absence of incumbent
 - Not required for advancement however a positive indicator of responsibility, character, competence and integrity.
 - At least one warfare pin (AW Primary)
 - Command Collateral duties with documented impact.
 - CPOA with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - CPO Initiation with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
 - SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.