



AME CAREER PATH
SELECTED RESERVE (SELRES)



The Aviation Structural Mechanic – (Safety Equipment) (AME) maintains and repairs utility systems throughout the aircraft. They work on systems such as air conditioning, heating, pressurization and oxygen, plus multiple safety devices. AMEs also perform routine maintenance, prepare aircraft for flight and assist in handling aircraft on the ground.

YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO PROMOTE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/SHORE ROTATION	TYPICAL CAREER PATH DEVELOPMENT
26-30	AFCM	23.1 Yrs	CSEL	N/A	Billet: MMCPO
23-26	AFCM AMCS	23.1 Yrs 18.7	CSEL	N/A	Billet: MSCPO, Maint LCPO, CSEL, Dept LCPO. Duty: Squadron, SAU Qualification: SFF, SEA.
20-23	AMCS AMEC	18.7 Yrs 15.2	CSEL	N/A	Billet: MSCPO, Maint LCPO, CSEL, Dept LCPO. Duty: Squadron, SAU Qualification: SFF, SFM, SEA, FSQAR.
16-20	AMCS AMEC AME1	18.7 Yrs 15.2 10.9	CWO, CSEL	N/A	Billet: Maint LPO/LCPO, Dept LCPO, QA LPO/LCPO. Duty: Squadron, FRC. Qualification: SEA, SFF, SFM, FSQAR, QAR, CDI.
12-16	AMEC AME1	15.2 Yrs 10.9	OCS, LDO, CWO	N/A	Billet: Maint LPO/LCPO, Dept LCPO, QA LPO/LCPO, Work Center LPO Duty: Squadron, SAU Qualification: CDQAR, QAR, SFF, SFM, CDI
8-12	AME1 AME2	10.9 Yrs 5.9	STA-21, OCS, LDO	N/A	Billet: Maint Technician, WC Supervisor, QA, LPO. Duty: Squadron, SAU Qualification: EAWS, CDI, CDQAR, QAR, SFF, SFM.
4-8	AME1 AME2	10.9 Yrs 5.9	STA-21, OCS, Naval Academy	N/A	Billet: Maint Tech, WC Sup, QA Sup/LPO. Duty: Squadron, SAU Qualification: EAWS, CDI, QAR, CDQAR.
1-4	AME2 AME3	5.9 Yrs 30 Months		N/A	Billet: Maint/ALSS Tech. Duty: Squadron Qualification: EAWS, Plane Captain, CDI, Engine Turn Qual.
1+-	AMEAN AMEAA Accession Training	9 Months			Recruit Training (8 weeks), 'A' School (9 weeks), 'C' School for aircraft platform or FRC billet.

Notes:

1. "A" school is required.
2. This is a compression rating - AME/AM ratings compress to AM rating at Senior Chief. AM/AD ratings compress to AF rating at Master Chief.
3. SHALL have at least one warfare pin (AW primary) when stationed at a Squadron or FRC.



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4. NECs held by AMEs:

724B:	Aviation Maintenance Material Control Master Chief
770B:	Aviation Maintenance/Production Chief
780A:	F-35C Aircraft Systems Organizational Maintenance Technician
792A:	Support Equipment Asset Manager
805A:	Master Training Specialist ¹
8CFL:	Command Fitness Leader (CFL)
E00A:	CMV-22 Systems Organizational Maintenance Technician
E05A:	C2/E2 Systems Organizational Career Maintenance Technician
E10A:	C-40A Systems Organizational Maintenance Technician
E14A:	C-130 Systems Organizational Maintenance Technician
E15A/E34A:	P-3 Systems Organizational Career Maintenance Technician
E17A: P-8A	Aircraft Systems Organizational Career Maintenance Technician
E19A/E38A:	F/A-18E/F Systems Organizational Career Maintenance Technician
E20A/E39A:	F/A-18 A/B/C/D Systems Organizational Maintenance Technician
E45A:	C-130 Systems Organizational Manit Technician Journeyman/Collateral Duty Inspector
E46A:	C-130 Systems Organizational Maintenance Quality Assurance Representative (QAR)
E47A:	C-130 Systems Organizational Maintenance Safe for Flight Certifier
E48A:	C-40 Systems Organizational Manit. Technician Journeyman/Collateral Duty Inspector
E49A:	C-40 Systems Organizational Maintenance Quality Assurance Representative
E50A:	C-40 Systems Organizational Maintenance Safe for Flight Certifier

NEC Notes:

(1) NEC not applicable to SELRES billets – NEC may be previously earned on Active Component and carried over to Reserve Component affiliation.

5. ACRONYMS SPECIFIC TO THE AME RATE INCLUDE:

ALSS:	Aviation Life Support Systems
AMMT:	Aviation Maintenance Management Team
CDQAR:	Collateral Duty Quality Assurance Representative
CDI:	Collateral Duty Inspector
CSEL:	Command Senior Enlisted Leader
EAWS:	Enlisted Aviation Warfare Specialist
FRC:	Fleet Readiness Center
FSQAR:	Full System Quality Assurance Representative
MSCPO:	Maintenance Senior Chief
MMCPO:	Maintenance Master Chief
NASC:	Naval Aviation Schools Command – Pensacola
NDI:	Non-Destructive Inspection Technician
NRPDC:	Navy Reserve Professional Development Center – New Orleans
QAS:	Quality Assurance Supervisor
QAR:	Quality Assurance Representative
SEL:	Senior Enlisted Leader
SFF:	Safe for Flight
SFM:	Safe for Mission
UAS:	Unmanned Aircraft Systems
VAQ:	Electonic Attack Squadron (EA-18G platform)
VAW:	Carrier Airborne Early Warning (E-2/C-2 platform)
VFA:	Strike Fighter Squadron (F/A-18A platform)
VFC:	Fighter Squadron Composite (F/A-18A platform – providing adversary training)
VP:	Patrol Squadron (P-3/P-8 platform)
VR:	Fleet Logistics Support Squadron (C-37/C-40/C-130 platform)
VRM:	Fleet Logistic Multi-Mission Squadron (CMV-22)



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Considerations for advancement from E6 to E7

NOTE: *Intermediate Leader Development Course (ILDC) and Advanced Leader Development Course (ALDC) is a prerequisite for advancement to E-6 and E-7 respectively.*

1. Sea Assignments

- Should have previously served or is currently serving as LPO of:
 - Production Division
 - Work Center
 - Quality Assurance
 - Maintenance Control
 - Deployment / Detachment LPO with documented mission impact
- Documentation of **utilizing** in-rate qualifications such as:
 - CDI
 - QAR
- Upper- level qualifications are not required but are a good indicator of character and ability.
 - SFF/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.
 - FSQAR
 - High-Power / Low-Power Engine Turn Qualification.
 - Not required but a good indicator of character and ability to operate responsibly.
 - Safety Petty Officer billets are highly valued in operational commands. Qualification with the 825A NEC (Safety Technician) or as a graduate of the Naval Safety and Environmental Training Center's Aviation Safety Specialist course with 12 consecutive months with command-wide impact indicates a best and most fully qualified candidate while serving in the Safety PO billet.
 - Command Collateral duties with documented impact.
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
 - 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) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- O-Level (FRS/SAU) favorable positions include:
 - Should have previously served or is currently serving as LPO of:
 - Work Center LPO
 - Quality Assurance LPO
 - Maintenance Control LPO

Documentation of **utilizing** in-rate qualifications:

- CDI
- QAR
- SFF/SFM Qualified - 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



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qualification should be given appropriate consideration for advancement due to the nature of the qualification.

- High-Power/Low-Power Engine Turn Qualification.
- FSQAR
- I-Level shore facility favorable positions include:
 - Should have previously served or is currently serving as LPO of:
 - Work Center LPO
 - Quality Assurance LPO
 - Production Control LPO
- Documentation of utilizing in-rate qualifications:
 - Qualified CDI
 - Quality QAR
 - Lean Six Sigma Green Belt Qualified
 - Upper-level qualifications:
 - Production Division QAR
 - Personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS. E-6's holding the Production Control qualification should be given appropriate consideration for advancement due to the nature of the qualification.
 - Engine Test Cell qualified (400 Division Personnel).
 - Lean Six Sigma Black Belt Qualified
- Not required but a good indicator of character and ability to operate responsibly:
 - Safety Petty Officer billets are highly valued in operational commands. Qualification with the 825A NEC (Safety Technician) or as a graduate of the Naval Safety and Environmental Training Center's Aviation Safety Specialist course with 12 consecutive months with command-wide impact indicates a best and most fully qualified candidate while serving in the Safety PO Billet.
 - Personnel assigned to RTC, OTC and Naval Academy as a Recruit Division Commander, are carefully screened and selected for this high priority assignment.
 - Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively.
 - Instructor/TYCOM/WING
 - Attainment of 805A Instructor NEC and 8MTS Master Training Specialist (MTS) NEC qualification if eligible.
 - Command Collateral duties with documented impact.
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
- 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

NOTE 1: *Chief Petty Officer Leader Development Course (CPO-LDC) is a requirement for advancement to E8.*

NOTE 2: *NEC 770B Aviation Maintenance / Production Chief: Strong consideration should be given to personnel that as a Chief have held one or more of the following billets while at the E7 paygrade; and must have served in the billet for at least 12 consecutive months: Maintenance Control, Production Control, Quality Assurance LCPO.*

1. Sea Assignments

- Strong consideration for arduous duty as AMMT Member, which demonstrates leadership, character, and ability to communicate effectively.
- SFF/SFM Qualification if stationed at the **O-Level (Squadron)**
- SFF/SFM Qualified on at least one aircraft platform



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- Qualified in position (Division CPOs should be qualified at a minimum in their source rate as a CDI, if assigned to QA then be a qualified in source rate QAR)
- At least 12 months in a command role/billet as:
 - Maintenance LCPO qualified SFF/SFM
 - QA LCPO should be a qualified QAR (at least in their source rate)
 - Deployment / Detachment LCPO with documented mission impact
- Strong consideration for personnel designated as a Deployment / Detachment LCPO:
 - **Rescue DETs and/or aircraft acceptance do NOT qualify as Detachment LCPO**
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
- Command Collateral duties with documented impact.
- Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
- 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

- 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) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- Qualified in position (Division CPOs should be qualified at a minimum in their source rate as a CDI, if assigned to QA then be a qualified in source rate QAR)
- At least 12 months in a command role/billet as:
 - Maintenance LCPO qualified SFF/SFM
 - QA LCPO should be a qualified QAR (at least in their source rate)
 - O-Level (FRS/SAU) favorable positions include:
- Upper-level qualifications are not required but are a good indicator of character and ability.
 - High-Power/Low-Power Engine Turn Qualification.
 - FSQAR
 - SFF/SFM Qualification
- I-Level shore facility:
 - Production Control LCPO, Personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS
 - Quality Assurance LCPO, should be a qualified QAR (at least in source rate)
- Documentation of utilizing in-rate qualifications:
 - CDI
 - QA LCPO should be a qualified QAR (at least in their source rate)
 - Personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS.
 - Lean Six Sigma Green Belt Qualified
- Documentation of utilizing Upper-level qualifications, not required but a good indicator of character and ability.
 - Production Division Quality Assurance Representative (QAR)
 - Lean Six Sigma Black Belt Qualified
- Staff Duty
 - TYCOM Advisor/WING Inspector/Rating Detailer
 - Personnel assigned to RTC, OTC and Naval Academy as a Recruit Division Commander, are carefully screened and selected for this high priority assignment.



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- Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively.
- NRC SEL/Instructor/TYCOM/WING
- Attainment of 805A (Instructor) NEC and 8MTS Master Training Specialist (MTS) NEC if eligible.
- Command Collateral duties with documented impact.
- Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
- 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

NOTE 1: *Senior Enlisted Academy (SEA) is a requirement for advancement to E-9.*

NOTE 2: *The 724B NEC is recommended for advancement to E9 as it is the pinnacle NEC qualification (not available to members assigned to a billet on the AMMT). Applies to both Sea and Shore commands.*

1. Sea Assignments

- Strong consideration for arduous duty as AMMT Member, which demonstrates leadership, character, and ability to communicate effectively.
- Successfully leading a Maintenance Department
- At least 12 months in a command role/billet as:
 - Maintenance SCPO
 - SFF/SFM Qualified
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA)
 - QAS/QAO
 - Should be a qualified QAR (at least in their source rate)
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA)
- Senior Enlisted Leader during absence of incumbent. Not required for advancement however a positive indicator of responsibility, character, competence and integrity.
- Command Collateral duties with documented impact.
- Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
- 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

- 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) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- At least 12 months in a command role/billet as:
 - Maintenance SCPO
 - SFF/SFM Qualification



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- Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA)
- QAS/QAO
 - Needs to be a qualified QAR (at least in source rate)
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA)
- I-Level shore facility:
- At least 12 months in a command role/billet as:
 - Production SCPO
 - Personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS.
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - Quality Assurance SCPO
 - Should be a qualified QAR (at least in their source rate)
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
- Staff Duty
- TYCOM Advisor/WING Inspector/ Enlisted Community Manager/ Senior Enlisted Academy or other service equivalent.
- Personnel assigned to RTC, OTC and Naval Academy as a Recruit Division Commander, are carefully screened and selected for this high priority assignment.
- Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively.
- NRC SEL/TYCOM/WING
- Senior Enlisted Leader during absence of incumbent. Not required for advancement however a positive indicator of responsibility, character, competence and integrity
- Command Collateral duties with documented impact.
- Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)
- 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.

Commissioning/Other Special Programs:

Commissioning Programs - [Commissioning Programs \(navy.mil\)](#)

CSEL Program - [Pages - CMC CSC Program \(navy.mil\)](#)