



PR CAREER PATH
SELECTED RESERVE (SELRES)



Aircrew Survival Equipmentman (PR). PRs are responsible for keeping parachutes, life rafts, personal flight gear and other aviation survival gear in proper working condition. Most TAR Aircrew Survival Equipmentman are assigned to squadrons, or to an NRC.

YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO PROMOTE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	TYPICAL CAREER PATH DEVELOPMENT
26-30	PRCM	25.9 Yrs	CSEL	Billet: MMCPO. Duty: Squadron Qualifications: SFF
23-26	PRCM PRCS	25.9 Yrs 22.6	CSEL	Billet: MMCPO, MSCPO, QAS Spec War: Air Ops Officer. Duty: Squadron, Spec. War Qualifications: SFF, FSQAR Spec War: AFFI, Air Ops Trainer Examiner
20-23	PRCS PRC	22.6 17.6	CSEL	Billet: Staff, MSCPO, QAS Duty: Squadron, Spec Ops. Qualifications: SFF, FSQAR Spec War: AFFI, Air Ops Trainer Examiner
16-20	PRCS PRC PR1	25.9 Yrs 17.6 12.7	CWO, CSEL	Billet: MSCPO, QAS Duty: Squadron, ST. Qualifications: SFF, FSQAR. Spec War: Tandem Master, AFFI, Rigger
12-16	PRC PR1 PR2	17.6 Yrs 12.7 5.0	OCS, LDO, CWO	Billet: Maintenance LCPO, Instructor, Div CPO, Staff, Special Programs. Spec War: Air Ops LCPO, Dept. Head. Duty: Squadron, FRC, ST. Qualifications: QASO, MTS, SFF, FSQAR, CDQAR, CDI
8-12	PR1 PR2	12.7 5.0	STA-21, OCS, LDO	Billet: Maintenance Tech, Work Center Supervisor/LPO, QA, Special Programs Duty: Squadron, FRC, ST Qualifications: SFF, FSQAR, CDQAR, CDI Spec War: MFFJM, CDQAR.
4-8	PR1 PR2 PR3	12.7 Yrs 5.0 3.5	STA-21, OCS, Naval Academy	Billet: Maintenance Tech, Work Center Supervisor/LPO, Special Programs. Spec War: Air Ops LPO. Duty: Squadron, FRC, ST. Qualifications: QASO, CDQAR, CDI Spec War: DZSO, Static Line Jump Master, MFF, Loadmaster, HRST Master, CASS Master, Oxygen Operator
1-4	PR2 PR3	5.0 Yrs 3.5	STA-21, OCS, Naval Academy	Billet: Maintenance Technician Duty: Squadron Qualifications: CDI, Ordnance Team Member.

NOTES:

1. "A" school is required.
2. This is not a compression rating.



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3. FULLY QUALIFIED: To be considered **FULLY QUALIFIED**, all considerations and notes below containing **“SHALL”** are positions, designations, and qualifications where requirements **SHALL** be held or complete (with documented impact). This applies to members that are assigned to a billet where the member has the opportunity to achieve the required positions, designations, and qualifications.

4. BEST QUALIFIED: To be considered **BEST QUALIFIED**, all considerations and notes below **NOT** containing **“SHALL”** are positions, designations, and qualifications where requirements **SHOULD** be held or complete (with documented impact). This applies to members that are assigned to a billet where the member has the opportunity to achieve the recommended positions, designations, and qualifications.

5. PRs SHALL have a warfare designation based upon type of assignment to include: Enlisted Aviation Warfare Specialist (AW), Basic Parachutist (PJ), Free Fall Parachutist (FPJ), or Expeditionary Warfare Specialist (EXW), Enlisted Surface Warfare Specialist (SW).

6. NECs held by PRs:

724B: Aviation Maintenance Material Control Master Chief ¹
770B: Aviation Maintenance/Production Chief
772A: Senior Naval Parachutist ²
773A: Special Operations Parachute Rigger
790A: Master Naval Parachutist ¹
803A: Unmanned Aerial Vehicle (UAV) Systems Organizational Maintenance Technician ¹
805A: Instructor ¹
862A: Navy Reserve Order Writing System Orders Specialist
863A: Navy Reserve Activity Command Senior Enlisted Leader
F16A: Aircrew Survival Equipmentman (IMA) Technician ¹
G54A: Naval Special Warfare (Combat Service Support) ¹
G37A: Naval Special Warfare (Combat Support) ¹
8MTS: Master Training Specialist
8SEA: Senior Enlisted Academy

NEC Notes:

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

(2) NEC code is assigned to personnel in paygrades E4 and above who have been assigned to parachute jumping duty by competent orders. Must be designated as a Navy and Marine Corps Parachutist and have completed approved static-line, Military Freefall (MFF) and Static-Line Jumpmaster (SLJM) courses prescribed by competent authority, as well as the following:

- a. 2-night static line jumps with combat equipment.
- b. 75 MFF jumps.
- c. 2 water landing jumps (1 Day/1 Night).
- d. 4 MFF jumps with combat equipment requiring the use of oxygen (2 Day/2 Night).
- e. Performed as SLJM for a minimum of 10 parachute operations.

7. ACRONYMS SPECIFIC TO THE PR RATE INCLUDE:

AFFI:	Accelerated Freefall Instructor
ALPO:	Assistant Leading Petty Officer
CDI:	Collateral Duty Inspector
CDQAR:	Collateral Duty Quality Assurance Representative
CPI:	Continuous Process Improvement
DZSO:	Drop Zone Safety Officer
EAWS:	Enlisted Aviation Warfare Specialist



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FRC:	Fleet Readiness Center
FSQAR:	Full System Quality Assurance Representative
HM:	Helicopter Mine Countermeasures Squadron (MH-53E platform)
HSC:	Helicopter Sea Combat Squadron (MH-60S platform)
HSM:	Helicopter Maritime Strike Squadron
HRST:	Helicopter Rope Suspension Techniques
HRST/C:	Helicopter Rope Suspension Techniques/Cast
LCPO:	Leading Chief Petty Officer
LPO:	Leading Petty Officer
MFF:	Military Free Fall
MFFJM:	Military Free Fall Jump Master
MMCPO:	Maintnenance Master Chief
MSCPO:	Maintenance Senior Chief
MTS:	Master Training Specialist
NASC:	Naval Aviation Schools Command – Pensacola
NRPDC:	Navy Reserve Professional Development Center – New Orleans
QAR:	Quality Assurance Representative
QAS:	Quality Assurance Supervisor
QASO:	Quality Assurance Safety Observer
SEL:	Senior Enlisted Leader
SFF:	Safe for Flight
SFM:	Safe for Mission
SLJM:	Static Line Jump Master
ST:	SEAL Team (SEAL Team 17/18)
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-F platform)
VFC:	Fighter Squadron Composite (F/A-18E/F, F-16A/B, F-5F/N platform)
VP:	Patrol Squadron (P-3/P-8 platform)
VR:	Fleet Logistics Support Squadron (C-37/C-40/C-130 platform)
VRM:	Fleet Logistics Multi-Mission Squadron (CMV-22 platform)

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:
 - Documentation of utilizing in-rate qualifications:
 - **SHALL** be Collateral Duty Inspector (CDI)
 - Collateral Duty Quality Assurance Representative (CDQAR)
 - Quality Assurance Representative (QAR)
 - Should have previously served or is currently serving as LPO of:
 - Production Division
 - Work Center
 - Quality Assurance
 - Maintenance Control
 - Strong consideration for personnel designated as a Deployment / Detachment LPO with documented impact.
 - Upper-level qualifications
 - Full Systems Quality Assurance Representative (FSQAR)
 - High-Power / Low-Power Engine Turn Qualification.
 - Not required but a good indicator of character and ability to operate responsibly.



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- 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.
- Ordnance Quality Assurance Safety Observer.
- 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.)
- First Class Petty Officer Association (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:

- Aircrew Survival Equipmentmen assigned to EODTEUs should obtain 773A/772A NECs to support Special Operations /EOD personnel.
- 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:
 - Work Center LPO
 - Quality Assurance LPO
 - Maintenance Control LPO
 - Upper-level qualifications are not required but are a good indicator of character and ability.
 - High-Power/Low-Power Engine Turn Qualification.
 - Collateral Duty Quality Assurance Representative (CDQAR)
 - Full Systems Quality Assurance Representative (FSQAR)
 - Safe-For-Flight/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.
- Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
- Attainment of 805A Instructor NEC and Master Training Specialist (MTS) qualification if eligible.
- I-Level shore facility favorable positions include with documentation of utilizing in-rate qualifications as:
 - Production Control LPO
 - Quality Assurance LPO
 - CPI LPO
 - Production Control LPO/800 Division Production Control LPO
 - 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.
 - Lean Six Sigma Green Belt Qualification
- Upper-level qualifications:
 - Production Division Quality Assurance Representative (QAR)



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- Lean Six Sigma Black Belt 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.
- Personnel assigned to RTC, OTC and Naval Academy as a Recruit Division Commander, are carefully screened and selected for this high priority assignment.
- 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, SRT LCPO.*

1. Sea Assignments:
 - NEC: 770B Aviation Maintenance / Production Chief- **SHALL** hold if given the opportunity to obtain. Although 770B is a pinnacle NEC, 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: Maintenance Control, Production Control, Quality Assurance, Special Reconnaissance Team (SRT) LCPO.
 - 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 - Strong consideration for personnel designated as Maintenance LCPO with SFF qualification and attainment of 770B NEC.
 - QA LCPO should be qualified QAR (at least source rate)
 - Deployment / Detachment LCPO with documented impact
 - Strong consideration for personnel designated as a Deployment / Detachment LCPO:
 - Rescue DETs and/or new delivery aircraft do NOT qualify as Detachment LCPO
 - 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.
 - SALOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions.
2. Shore Assignments:
 - Aircrew Survival Equipmentmen assigned to EODTEUs should obtain 773A/772A NECs to support Special Operations /EOD personnel.
 - 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.



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- At least 12 months in a command role/billet:
 - Maintenance LCPO
 - QA LCPO
 - Detachment LCPO
 - Upper-level qualifications are not required but are a good indicator of character and ability.
 - High-Power/Low-Power Engine Turn Qualification.
 - Full Systems Quality Assurance Representative (FSQAR)
 - Safe-For-Flight/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.
 - I-Level shore facility:
 - Production Control LCPO, completed Production Control (IMA) PQS
 - Quality Assurance LCPO should be a qualified QAR (at least in source rate)
 - Upper-level qualifications not required but a good indicator of character and ability.
 - Production Division Quality Assurance Representative (QAR)
 - High-Power / Low-Power Turn Qualification (400 Division Personnel).
 - Lean Six Sigma Green Belt Qualified or Black Belt Qualified
- Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - Attainment of 805A Instructor NEC and Master Training Specialist (MTS) 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.)
 - 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
 - The 724B NEC is recommended for advancement to E9 as it is the pinnacle NEC qualification.
 - Senior Enlisted Academy or other service equivalent (required)
 - Successfully lead a Maintenance Department
 - At least 12 months in a command role/billet
 - Maintenance SCPO - Qualified Safe for Flight/Safe for Mission
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - QAO/QA SCPO
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - At least one warfare pin (AW Primary)
 - Command Collateral duties with documented impact.
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, NATOPS, etc.)



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- 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 NEC is recommended for advancement to E9 as it is the pinnacle NEC qualification.
- Senior Enlisted Academy or other service equivalent (Required)
- 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
 - Maintenance SCPO (O-Level) - Qualified Safe For Flight/Safe For Mission
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - QAO/QA SCPO
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - Production Control SCPO
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
- I-Level shore facility:
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.) and serving in one of the following billets:
 - Production Division LCPO
 - Quality Assurance LCPO
 - Production Control LCPO
 - Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - 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 \(navy.mil\)](#)