



**AM CAREER PATH
SELECTED RESERVE (SELRES)**

The Aviation Structural Mechanic-(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. AMs 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	CMC/CSEL	N/A	
23-26	AFCM AMCS	23.1 Yrs 18.7	CSEL	N/A	Billet: Maint LCPO, CSEL, Dept LCPO. Duty: Squadron, FRC, Staff. Qualification: SEA.
20-23	AFCM AMCS AMC	23.1 Yrs 18.7 16.0	CSEL	N/A	Billet: Maint LCPO, Production LCPO, CSEL. Duty: Squadron, FRC, NOSC. Qualification: SEA.
16-20	AMCS AMC AM1	18.7 Yrs 16.0 10.9	MECP, OCS, CWO, CSEL,	N/A	Billet: Maint LCPO, Dept LCPO, QA LCPO. Duty: Squadron, FRC, NOSC. Qualification: SFF, QAR, FSQAR
12-16	AMC AM1	16.0 Yrs 10.9	MECP, OCS, LDO, CWO, CSEL, Equal Opportunity Advisor, Drug and Alcohol Counselor	N/A	Billet: Division, Production, Maint CPO, Command Chief. Duty: Squadron, FRC. Qualification: SFF, FSQAR, CDQAR, QAR, CDI
8-12	AM1 AM2	10.9 Yrs 6.0	MECP, OCS, LDO	N/A	Billet: Maint Tech, WC Sup, QA LPO. Duty: Squadron, FRC. Qualification: EAWS, LPO, Maint Turn Qual, QAR.
4-8	AM1 AM2 AM3	10.9 Yrs 6.0 3.6	MECP, STA-21, Naval Academy, NROTC, LDO	N/A	Billet: Maint Tech, WC Sup, QA. Duty: Squadron, NAS, FRC, NOSC. Qualification: EAWS, CDI, Plane Captain, Maint Turn Qual.
1-4	AM2 AM3	6.0 Yrs 3.6		N/A	Billet: Maint Tech, Plane Captain, CDI, Maint Turn Qual. Duty: Squadron Qualification: EAWS, CDI, Plane Captain.
1+/-	AMAN AMAA Accession Training	9 Months		N/A	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. NECs held by AMs:



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700A: Unmanned Aerial Vehicle (UAV) External Pilot ¹
701A: Unmanned Aerial Vehicle (UAV) Internal Pilot ¹
702A: Unmanned Aerial Vehicle (UAV) Payload Operator ¹
724B: Aviation Maintenance Material Control Master Chief
761B: Stationary Hydraulics Test Stand Operator/Maintenanceman
762B: Aeronautical Welder ¹
763B: Aircraft Non-Destructive Inspection Technician ¹
768B: Airborne Mine Countermeasure Systems Career Maintenance (AMCM) Technician (Level I and O)
770B: Aviation Maintenance/Production Chief ¹
780A: F-35C Aircraft Systems Organizational Maintenance Technician
805A: Master Training Specialist ¹
808A: Basic Swimming and Water Survival Instructor
825A: Safety Technician
830A: Hazardous Material Control Management Technician
833A: Disaster Preparedness Operations and Training Specialists
E00A: CMV-22 Systems Organizational Maintenance Technician
E04A: MH-53E Systems Organizational Maintenance Technlcian
E05A/E28A: 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
E22A: MQ-8B Organizational Maintenance Technician ¹
E23A/E41A: H-60 Systems Organizational Career Maintenance Technician
G30A: MQ-8B/C Mission Payload Operaotr (MPO) ¹
G31A: MQ-8B/C Air Vehicle Operator (AVO) ¹
I47A: Hydraulic, Pneumatic, Servocylinder Test (STS) Operator/Maintainer ¹
I49A: A/F-27T-10 and (STS) Operator/Maintainer ¹
I50A: A/F-27T-10 Operator/Maintainer ¹
I51A: Advanced Composite Structural Repair IMA Technician ¹

NEC Notes:

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

4. ACRONYMS SPECIFIC TO THE AM RATE INCLUDE:

CDI	Collateral Duty Inspector
CDQAR	Collateral Duty Quality Assurance Representative
EAWS	Enlisted Aviation Warfare Specialist
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
MSCPO	Maintenance Senior Chief
NASC	Naval Aviation Schools Command – Pensacola
NRPDC	Navy Reserve Professional Development Center – New Orleans
QAR	Quality Assurance Representative
QAS	Quality Assurance Supervisor
SEL	Senior Enlisted Leader
SFF	Safe for Flight
SFM	Safe for Mission
UAS	Unmanned Aircraft Systems
VAQ	Electronic Attack Squadron (EA-18G platform)
VAW	Carrier Airborne Early Warning (E-2/C-2 platform)



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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-20/C-37/C-40/C-130 platform)

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.
- 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.
- 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

- 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.
- I-Level shore facility favorable positions include:
 - Production Control LPO
 - Quality Assurance LPO
 - 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/SAU) favorable positions include:
 - 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.
 - 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.



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- 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 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
- Strong consideration for personnel designated as a Detachment LCPO:
 - Rescue DETs and/or new delivery aircraft do NOT qualify as Detachment LCPO
- Command Collateral duties with documented impact.
- Chief Petty Officer Association (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)
- 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.
- Strong consideration for certain successful tours which demonstrate leadership, character, and ability to communicate effectively.
 - NOSC SEL
 - Attainment of 805A Instructor NEC and Master Training Specialist (MTS) qualification if eligible
- I-Level shore facility favorable positions include:
 - Production Control LCPO
 - Quality Assurance LCPO
 - 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
- 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.



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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.)
- At least one warfare pin (AW Primary)
- 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.
- 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.)
- 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.
- 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
- 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.