



**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	MMCPO, CSEL
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	CWO, 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	MECP, OCS, CWO, CSEL	N/A	Billet: Maint LPO/LCPO, Dept LCPO, QA LPO/LCPO. Duty: Squadron, FRC. Qualificaton: SEA, SFF, SFM, FSQAR, QAR.
12-16	AMEC AME1	15.2 Yrs 10.9	MECP, OCS, LDO, CWO, Equal Opportunity Advisor, Drug and Alcohol Counselor	N/A	Billet: Maint LPO/LCPO, Dept LCPO, QA LPO/LCPO, Work Center LPO Duty: Squadron, SAU Qualification: CDQAR, QAR, SFF, SFM
8-12	AME1 AME2	10.9 Yrs 5.9	MECP, OCS, LDO, Equal Opportunity Advisor, Drug and Alcohol Counselor	N/A	Billet: Maint Technician, WC Supervisor, QA, LPO. Duty: Squadron, SAU Qualification: EAWS, CDI, CDQAR, QAR, SFF, SFM.
4-8	AME1 AME2 AME3	10.9 Yrs 5.9 1.1	MECP, STA-21, Naval Academy, NROTC	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 1.1		N/A	Billet: Maint/ALSS Tech. Duty: Squadron Qualification: EAWS, Plane Captain, CDI, Maint 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. NECs held by AMEs: 724B: Aviation Maintenance Material Control Master Chief
769B: C-20A/D Organizational Maintenance Technician ¹



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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

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 AME RATE INCLUDE:

ALSS	Aviation Life Support Systems
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
MSCPO	Maintenance Senior Chief
QAS	Quality Assurance Supervisor
QAR	Quality Assurance Representative
SEL	Senior Enlisted Leader
SFF	Safe for Flight
VAQ	Electronic 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-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



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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.
- 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.



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- 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.

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.



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- 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.