



# AME CAREER PATH

## TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



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.

| YEARS OF SERVICE | CAREER MILESTONES                       | AVERAGE TIME TO ADVANCE     | COMMISSIONING OR OTHER SPECIAL PROGRAMS   | SEA/SHORE ROTATION      | TYPICAL CAREER PATH DEVELOPMENT   |
|------------------|---|-----------------------------|---|-------------------------|---|
| 26-30            | AFCM                                    | 23.55 Yrs                   | CSEL, 8CMC  | 36/36                   | Follow-on Shore Tours   |
| 23-26            | AFCM<br>AMCS                            | 23.55 Yrs<br>20.08          | CSEL, 8CMC/8CSC   | 36/36<br>48/48          | 4 <sup>th</sup> Sea Tour<br>Billet: MMCPO/MSCPO/Staff<br>LCPO/Production LCPO<br>/CSEL/QAS/QAO<br>Duty: AMMT/Squadron<br>Qualification: Senior Enlisted Academy   |
| 20-23            | AFCM<br>AMCS<br>AMEC                    | 23.55 Yrs<br>20.08<br>16.80 | CWO, CSEL,<br>8CMC/8CSC, ECM,<br>Rating Detailer,<br>Equal Opportunity<br>Advisor, Instructor<br>Duty | 36/36<br>48/48<br>36/48 | 3 <sup>rd</sup> Shore Tour<br>Billet: MMCPO/MSCPO/Staff LCPO/<br>Production LCPO/SEA/SEL/CSEL<br>Duty: PERS/AMMT/WING/Squadron/<br>FRS/FRC/NRC<br>Qualification: Senior Enlisted Academy/<br>NRC PQS    |
| 16-20            | AMCS<br>AMEC<br>AME1                    | 20.08 Yrs<br>16.80<br>9.97  | OCS, CWO, CSEL  | 48/48<br>36/48<br>60/36 | 3 <sup>rd</sup> Sea Tour<br>Billet: MSCPO/Dept LCPO/<br>QA/CSEL/QAS/QAO<br>Duty: AMMT/Squadron<br>Qualification: SFF/SFM/FSQAR  |
| 12-16            | AMCS<br>AMEC<br>AME1                    | 20.08 Yrs<br>16.80<br>9.97  | OCS, LDO, CWO,<br>CSEL, RDC, Equal<br>Opportunity Advisor,<br>Instructor Duty                         | 48/48<br>36/48<br>60/36 | 2 <sup>nd</sup> Shore Tour<br>Billet: Instructor/Recruit Division CDR/<br>Staff/Div/Prod/Maint CPO/QA/SEL<br>Duty: PERS/WING/AMMT/Squadron/<br>FRS/FRC/NRC<br>Qualification: LCPO/SFF/SFM/PC/NRC<br>PQS |
| 8-12             | AMEC<br>AME1<br>AME2                    | 16.80 Yrs<br>9.97<br>3.12   | OCS, LDO  | 36/48<br>60/36<br>60/36 | 2 <sup>nd</sup> Sea Tour<br>Billet: Maint Tech/WC Sup/<br>QA/LPO/DIV LCPO/Maint Turn Qual<br>Duty: AMMT/Squadron<br>Qualification: SFF/SFM/EAWS/<br>FSQAR/ORD   |
| 4-8              | AME1<br>AME2<br>AME3                    | 9.97 Yrs<br>3.12<br>TIR     | STA-21, LDO, RDC,<br>Instructor Duty  | 60/36<br>60/36<br>60/36 | 1 <sup>st</sup> Shore Tour<br>Billet: Maint Tech/WC<br>Sup/LPO/Instructor/QA<br>Duty: Squadron/NAS/NRC<br>Qualification: NRC PQS/ QAR/CDQAR/<br>Plane Captain/EAWS/MTS/ORD                              |
| 1-4              | AME2<br>AME3                            | 3.12 Yrs<br>TIR             | STA-21  | 60/36<br>60/36          | 1 <sup>st</sup> Sea Tour<br>Billet: Maint Tech/Plane<br>Captain/Collateral Duty Inspector/Maint<br>Turn Qual<br>Duty: Squadron<br>Qualification: EAWS/Plane<br>Captain/CDI/ORD                          |
| 1+/-             | AMEAN<br>AMEAA<br>Accession<br>Training | TIR                         |   | 60/36                   | Recruit Training (8 weeks)/'A' School (9 weeks)/'C' School for aircraft platform or FRC billet.   |



## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



### 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. E6 & above SHALL have at least one warfare pin (AW primary) when stationed at a Squadron or FRC.
4. NECs:
  - 724B Aviation Maintenance Material Control Master Chief
  - 770B Aviation Maintenance/Production Chief
  - 103A Test Cell Operator/Maintainer
  - 805A Instructor
  - 8CFL Command Fitness Leader
  - 8MTS Master Training Specialist
  - 8SEA Senior Enlisted Academy
  - 8LDC Chief Petty Officer Leader Enlisted Leadership Development
5. Acronyms:
  - ACOR Alternate Contracting Officer Representative
  - ALSS Aviation Life Support Systems
  - AMMT Aviation Maintenance Management Team
  - CDQAR Collateral Duty Quality Assurance Representative
  - CDI Collateral Duty Inspector
  - COR Contracting Officer Representative
  - CSEL Command Senior Enlisted Leader
  - EAWS Enlisted Aviation Warfare Specialist
  - FRC Fleet Readiness Center
  - FSQAR Full System Quality Assurance Representative
  - GFR Government Flight Representative
  - GGFR Ground Government Flight Representative
  - GGR Government Ground 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
  - RAMCE Reserve Aviation Maintenance Center of Excellence
  - SEL Senior Enlisted Leader
  - SFF Safe for Flight
  - SFM Safe for Mission
  - SAU Squadron Augment Units
  - TPOC Technical Point of Contact
  - UAS Unmanned Aircraft Systems
  - 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-37/C-40/C-130 platform)
  - VRM Fleet Logistic Multi-mission Squadron (CMV-22)



## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



### Considerations for advancement from E6 to E7

**NOTE:** *Advanced Leader Development Course (ALDC) is a requirement for advancement to E-7.*

#### 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:
  - Collateral Duty Inspector (CDI)
  - Quality Assurance Representative (QAR)
- Upper- level qualifications are not required but are a good indicator of character and ability.
  - 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.
  - 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.
  - 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.
  - 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 the Reserve Aviation Maintenance Center of Excellence (RAMCE) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- O-Level (FRS, SAU, RAMCE) 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:
    - Collateral Duty Inspector (CDI)
    - Quality Assurance Representative (QAR)
  - Upper- level qualifications are not required but are a good indicator of character and ability.
    - 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.
    - Full Systems Quality Assurance Representative (FSQAR)
    - High-Power / Low-Power Turn Qualification



## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



- 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
- 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 Collateral Duty Inspector (CDI)
  - Quality Assurance Representative (QAR)
  - Lean Six Sigma Green Belt Qualified
- Upper-level qualifications:
  - Production Division Quality Assurance Representative (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.
  - 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/ISIC
    - Attainment of 805A Instructor NEC and 8MTS Master Training Specialist (MTS) NEC qualification if eligible.
- 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**

**NOTE 1:** *NEC 8LDC 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 and shall be Safe-For-Flight (SFF), Safe-For-Mission (SFM), and/or Production Control (PC) qualified in the current type/model/series: Maintenance Control, Production Control, Quality Assurance LCPO.*

**NOTE 3:** *Strong consideration for personnel designated as a COR/ACOR/GGFR/GGR at a contract maintenance command or any squadron that manages contract maintenance due to the additional level of responsibility that comes with these roles. Due to nature of contract, these billets may be at Sea or Shore commands.*



## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



**NOTE 4:** *All efforts should be made to participate in the Advancement Examination Readiness Review (AERR) to verify the accuracy of the assessment of professional rating knowledge at various developmental stages.*

### 1. Sea Assignments

- Strong consideration for arduous duty as Aviation Maintenance Management Team (AMMT), which demonstrates leadership, character, and ability to communicate effectively.
- 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
  - Documentation of **utilizing** Safe for Flight (SFF)/Safe for Mission(SFM) Qualification
- 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)

### **O-Level (Squadron)**

- At least 12 months in a command role/billet:
  - 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 new delivery aircraft do **NOT** qualify as Detachment 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.

### 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 the Reserve Aviation Maintenance Center of Excellence (RAMCE) 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)
- O-Level (FRS, SAU, RAMCE) favorable positions include:
  - At least 12 months in a command role/billet:
    - Maintenance LCPO qualified SFF/SFM
    - QA LCPO should be a qualified QAR (at least in their source rate)
- O-Level (FRS,SAU, RAMCE) favorable qualifications include:
  - Upper-level qualifications are not required but are a good indicator of character and ability.
    - High-Power/Low-Power Turn Qualification.
    - Full Systems Quality Assurance Representative (FSQAR)
    - Safe-For-Flight/Safe-For-Mission (SFM) Qualification
- I-Level shore facility:
  - Production Control LCPO
  - Quality Assurance LCPO
  - Lean Six Sigma Green Belt Qualified
- Documentation of **utilizing** in-rate qualifications:
  - Collateral Duty Inspector (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.



## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



- 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/ISIC 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.
- Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively.
  - NRC SEL/Instructor/TYCOM/ISIC
  - Attainment of 805A (Instructor) NEC and 8MTS Master Training Specialist (MTS) NEC if eligible.
- 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**

**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.*

**NOTE 3:** *Strong consideration for personnel designated as a COR/ACOR/GGFR/GGR at a contract maintenance command or any squadron that manages contract maintenance due to the additional level of responsibility that comes with these roles. Due to nature of contract, these billets may be at Sea or Shore commands.*

**NOTE 4:** *All efforts should be made to participate in the Advancement Examination Readiness Review (AERR) to verify the accuracy of the assessment of professional rating knowledge at various developmental stages.*

#### **1. Sea Assignments**

- Strong consideration for arduous duty as Aviation Maintenance Management Team (AMMT), which demonstrates leadership, character, and ability to communicate effectively.
- 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)
  - 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.
  - 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.





## AME CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



- 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 the Reserve Aviation Maintenance Center of Excellence (RAMCE) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- O-Level (FRS, SAU, RAMCE) favorable positions include:
- 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)
  - QAS/QAO
    - Should 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
  - 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/ISIC 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/ISIC
- 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.