



PR CAREER PATH TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



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 FRC.

YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO ADVANCE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/SHORE ROTATION	TYPICAL CAREER PATH DEVELOPMENT
26-30	PRCM	23.50 Yrs	CSEL	36/36	Follow on Sea/Shore Tours
23-26	PRCM PRCS	23.50 Yrs 18.67	CSEL, ECM, ALSS Class Desk	36/36 (See note 5) 36/36	4 th Sea/Shore Tour Billet: CSEL/MMCPO/MSCPO/QAO/ACOR/ Class Desk Duty: AMMT/Wing/FRC/TYCOM/Squadron/ BUPERS Qualifications: Senior Enlisted Academy/SFF
20-23	PRCM PRCS PRC	23.50 Yrs 18.67 15.67	CWO, ECM, CSEL, ALSS Class Desk, Rating Detailer	36/36 (See note 5) 36/36 36/42	3rd Shore Tour Billet: CSEL/MMCPO/MSCPO/Dept LCPO/ ACOR/ /Division LCPO/Training CPO/ CPI CPO/QAO/QAS/Class Desk Duty: TYCOM/Wing/FRC/NRC/BUPERS/ COMNAVPERSCOM Qualifications: Senior Enlisted Academy/ NRC PQS/QAR
16-20	PRCS PRC PR1	18.67 Yrs 15.67 9.66	OCS, LDO, CWO	36/36 36/42 48/42	3rd Sea Tour Billet: Maint LCPO/Department LCPO/ACOR/ /Division CPO /QAO/ QAS Duty: Squadron/ETD Qualification: Senior Enlisted Academy/SFF/ SFM/QASO
12-16	PRC PR1 PR2	15.67 Yrs 9.66 3.60	OCS, LDO, CWO, CSEL, Rating Detailer, RDC, Equal Opportunity Advisor	36/42 48/42 48/42	2nd Shore Tour Billet: Dept LCPO/ACOR/ /Training CPO/CPI CPO/Maint Tech/ WCS QA/LPO/Special Ops Rigger Duty: Wing/FRC/EODTEU/NRC/ COMNAVPERSCOM Qualifications: CDQAR/Special Ops Parachute Rigger/IMA Technician/NRC PQS
8-12	PRC PR1 PR2	15.67 Yrs 9.66 3.60	OCS, LDO, CWO	36/42 48/42 48/42	2nd Sea Tour Billet: Maint Tech/WC Sup/LPO/QAR/DIV LCPO Duty: Squadron/ETD Qualification: SFF/SFM/QAR/CDQAR/CDI/ QASO/EAWS
4-8	PR1 PR2 PR3	9.66 Yrs 3.60 TIR	STA-21, OCS, LDO, Equal Opportunity Advisor	48/42 48/42 48/42	1st Shore Tour Billet: Maint Tech/WCS/QA/LPO/ Special Ops Rigger Duty: FRC/EODTEU/NRC Qualifications: QAR/CDQAR/CDI/QASO/ Special Ops Parachute Rigger/IMA Technician/ EAWS/NRC PQS/MTS
1-4	PR2 PR3 PRAN	3.60 Yrs TIR TIR	STA-21	48/42 48/42 48/42	1st Sea Tour Billet: Maint Tech/Plane Captain/ Coll. Duty Inspector/Maint Turn Qual Duty: Squadron Qualification: EAWS/Plane Captain/CDI



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1+/-	PRAN PRAA Training	TIR		48/42	Recruit Training and all schools/ training events required to be completed prior to reporting to their first operational command.

Notes:

1. “A” School is required.
2. This is not a compression rating.
3. 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).

4. NECs:

F16A	Aircrew Survival Equipmentman (IMA) Oxygen Systems Technician
F27A	Aviation Life Support Systems Intermediate Maintenance (IMA) Technician
F28A	Fixed Wing Ejection Aviation Life Support Systems Organizational Maintenance Technician
F29A	Fixed Wing Non-Ejection Aviation Life Support Systems Organizational Maintenance Technician
F30A	Rotary Wing Aviation Life Support Systems Organizational Maintenance Technician
724B	Aviation Maintenance Material Control Master Chief
726B	DCMA Government Ground Representative (GGR)
756B	Shipboard Chemical, Biological, Radiological, and Nuclear-Defense (CBRN-D) Operations and Training Specialist
770B	Aviation Maintenance/Production Chief
772A	Senior Naval Parachutist
773A	Special Operations Parachute Rigger
788A	Acquisition Specialist
790A	Master Naval Parachutist
803A	Unmanned Aerial Vehicle (UAV) Systems Organizational Maintenance Technician
805A	Instructor
806R	Career Information Program Advisor (Rating Detailer)
807D	Advanced Warrior Toughness Training (AWTT) Instructor
807R	Reserve Career Information Program Advisor
809A	Command Climate Specialist
820A	Continuous Process Improvement Core Green Belt
825A	Safety Technician
828A	Continuous Process Improvement Core Black Belt
830A	Hazardous Material Control Management Technician
833A	Disaster Preparedness Operations and Training Specialists
837A	Naval Special Warfare (Combat Support)
841A	Reserve Pay and Personnel Management (RPPM) Clerk
854A	Naval Special Warfare (Combat Service Support)
858A	Assistant Reserve Program Director (RPD)
861A	Navy Primary Prevention (PP) and Human Factors Process (HFP) Advanced Professional Development Train the Trainer Certification
862A	Navy Reserve Order Writing System Orders Specialist
863A	Navy Reserve Activity Command Senior Enlisted Leader
865A	Competent Person For Fall Protection
8CFL	Command Fitness Leader (CFL)
8LDC:	Chief Petty Officer Leader Enlisted Leadership Development



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8MTS	Master Training Specialist
8RDC	Recruit Division Commander (RDC)/Recruit Instructor
8SEA	Senior Enlisted Academy

5. Acronyms:

ACOR	Alternate Contracting Officer
AFFI	Accelerated Freefall Instructor
AMMT	Aviation Maintenance Management Team
CDI	Collateral Duty Instructor
CDQAR	Collateral Duty Quality Assurance Representative
CPI	Continuous Process Improvement
DZSO	Drop Zone Safety Officer
EAWS	Enlisted Aviation Warfare Specialist
EOD	Explosive Ordnance Disposal
EDOTEU	Explosive Ordnance Disposal Training and Explosives Unit
ESWS	Enlisted Surface Warfare Specialist
EXW	Expeditionary Warfare Specialist
FRC	Fleet Readiness Center
FSQAR	Full System Quality Assurance Representative
GFR	Government Flight Representative
GGFR	Ground Government Flight Representative
GGR	Ground Government Representative
HM	Helicopter Mine Countermeasures Squadron (MH-53E platform)
HSC	Helicopter Sea Combat Squadron (MH-60S platform)
HSM	Helicopter Maritime Strike Squadron (MH-60R platform)
HRST	Helicopter Rope Suspension Techniques
RST/C	Helicopter Rope Suspension Techniques/Cast
IMA	Intermediate Maintenance Activity
MFF	Military Free Fall
MSCPO	Maintenance Senior Chief Petty Officer
MMCPO	Maintenance Master Chief Petty Officer
MTS	Master Training Specialist
NASC	Naval Aviation Schools Command – Pensacola
NRPDC	Navy Reserve Professional Development Center
QAR	Quality Assurance Representative
QAO	Quality Assurance Officer
QAS	Quality Assurance Supervisor
QASO	Quality Assurance Safety Observer
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
SLJM	Static Line Jump Master
TEU	Training Evaluation Unit
VAQ	Electronic Attack Squadron (EA-18G platform)
VAW	Carrier Airborne Early Warning (E-2/C-2 platform)
VFA	Strike Fighter Squadron (F/A-18E/F platform)
VFC	Fighter Squadron Composite (F/A-18E/F, F-16A/B, F-5F/N platforms)
VP	Patrol Squadron (P-8, P-3 platforms)
VR	Fleet Logistics Support Squadron (C-37/C-40/C-130 platform)
VRM	Fleet Logistics Multi-Mission Squadron (CMV-22 platform)
WCS	Work Center Supervisor



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Considerations for advancement from E6 to E7

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

1. Sea Assignments:

- Documentation of utilizing in-rate qualifications:
 - 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
 - Deployment / Detachment LPO with documented impact
- Upper-level qualifications
 - Full Systems Quality Assurance Representative (FSQAR)
 - High-Power / Low-Power Turn Qualification.
 - 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.
 - 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.
 - Limited available Special Operations Rigger billets for TAR 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) 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:
 - 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 Turn Qualification.
 - Collateral Duty Quality Assurance Representative (CDQAR)
 - Full Systems Quality Assurance Representative (FSQAR)
 - Safe-For-Flight/Safe-For-Mission (SFM) Qualification



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- 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 favorable positions include:
- Documentation of **utilizing** in-rate qualifications:
 - Qualified Collateral Duty Inspector (CDI)
 - Quality Assurance Representative (QAR)
 - Work Center 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)
 - 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.
- Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively.
 - Instructor/TYCOM/ISIC/RTC
 - Attainment of 805A Instructor NEC and 8MTS Master Training Specialist (MTS) 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; 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, SRT.*

NOTE 3: *Strong consideration for personnel designated as a COR/ACOR/GGFR/GFR/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.*



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1. Sea Assignments:
 - 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
 - Strong consideration for arduous duty as Aviation Maintenance Management Team (AMMT), which demonstrates leadership, character, and ability to communicate effectively.
 - 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.
 - 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.
 - Staff Duty
 - TYCOM Class Desk/ISIC Inspector/Rating Detailer/BUPERS
 - 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.
 - At least 12 months in a command role/billet:
 - Maintenance LCPO
 - QA LCPO should be a qualified QAR (at least in 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
 - 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)
 - Lean Six Sigma Green Belt Qualified
 - 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
 - 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.
 - TYCOM/ISIC/NRC SEL/Instructor/RDC/Enlisted Rating Detailer



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- Attainment of 805A Instructor NEC and 8MTS Master Training Specialist (MTS) qualification 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: *Strong consideration for personnel designated as a COR/ACOR/GGFR/GFR/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 3: *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 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

- The 724B NEC is recommended for advancement to E9, as it is the pinnacle NEC qualification, unless member is assigned to a billet on the Aviation Maintenance Management Team (AMMT).
- 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, etc.)
 - QAO/QAS
 - Strong consideration for those with documented completion of a successful inspection cycle (AMI/MCI/MPA, etc.)
 - QAO/QAS should be a qualified QAR (at least in source rate)
- 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 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.



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- Squadron Augment Units (SAU) and the Reserve Aviation Maintenance Center of Excellence (RAMCE) 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/QAS should be qualified QAR (at least 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
- 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 Control SCPO, completed Production Control (IMA) PQS
 - Quality Assurance SCPO, should be a qualified QAR (in atleast source rate)
- 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.
 - TYCOM/ISIC/Enlisted Community Manager
- 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.