



# AE CAREER PATH

## TRAINING AND ADMINISTRATION OF THE RESERVE (TAR)



Aviation Electrician's Mates work with some of the most advanced electronics equipment in the world and repair a wide range of aircraft electrical and electronic systems. Repair jobs can range from trouble-shooting the computer-controlled weapon system on an F/A18 Hornet to changing circuit cards or tracing electrical wiring diagrams in an air-conditioned shop. Most of these technicians are trained in computers to support state-of-the-art equipment or on power generators and power distribution systems to support aircraft electrical systems.

YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO ADVANCE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/SHORE ROTATION	TYPICAL CAREER PATH DEVELOPMENT
26-30	AVCM	20.57 Yrs	CSEL, 8CMC	36/36	Follow-on Shore Tours
23-26	AVCM AECS	20.57 Yrs 19.38	CSEL, 8CMC/8CSC	36/36 48/36	4 <sup>th</sup> Sea Tour Billet: MMCPO/MSCPO/CSEL/ Dept LCPO/QAO/QAS NEC: 724B/770B Duty: Squadron Qualification: SFF/SFM
20-23	AVCM AECS AEC	20.57 Yrs 19.38 14.50	CWO, CSEL, 8CMC/8CSC, ECM, Rating Detailer	36/36 48/36 48/36	3 <sup>rd</sup> Shore Tour Billet: MMCPO/MSCPO/ Staff LCPO/Production LCPO/CSEL/ QAO/QAS NEC: 770B Duty: TYCOM/AMMT/Wing/FRC/ Squadron/TSU/NRC/PERS Qualification: NRC PQS/SFF/SFM/ FSQAR
16-20	AECS AEC AE1	19.38 Yrs 14.50 8.38	OCS, CWO, CSEL, 8CSC	48/36 48/36 60/36	3 <sup>rd</sup> Sea Tour Billet: MSCPO/Dept LCPO/ QAS/CSEL NEC: 770B Duty: Squadron/AMMT/ ETD Qualification: SFF/SFM/FSQAR
12-16	AEC AE1	14.50 Yrs 8.38 Yrs	OCS, LDO, CWO, CSEL, RDC, Equal Opportunity Advisor, Instructor Duty	48/36 60/36	2 <sup>nd</sup> Shore Tour Billet: Instructor/RDC/Staff/Div/ Prod/Maint LPO NEC: 770B Duty: FRC/Squadron/TSU/NAS/ CNATTU/NRC Qualification: SFF/SFM/FSQAR/ NRC PQS
8-12	AE1 AE2	8.38 Yrs 3.64	OCS, LDO	60/36 60/36	2 <sup>nd</sup> Sea Tour Billet: Maint Tech/WC Sup/ QA/LPO Duty: Squadron Qualification: QAR/Maint Turn Qual



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YEARS OF SERVICE	CAREER MILESTONES	AVERAGE TIME TO ADVANCE	COMMISSIONING OR OTHER SPECIAL PROGRAMS	SEA/SHORE FLOW	TYPICAL CAREER PATH DEVELOPMENT
4-8	AE2 AE3	3.64 Yrs 1.91	STA-21, RDC, Instructor Duty	60/36 60/36	1 <sup>st</sup> Shore Tour Billet: Maint Tech/WC Sup/ LPO/Instructor/QA Duty: FRC/Squadron/TSU/ NAS/NRC Qualification: NRC PQS/ QAR/CDQAR/ Plane Captain/EAWS/MTS
1-4	AE3 AEAN	1.91 Yrs 9 Months	STA-21	60/36 60/36	1 <sup>st</sup> Sea Tour Billet: Maint Tech/Plane Captain/CDI Duty: Squadron Qualification: EAWS/Plane Captain/CDI
1+/-	AEAN AEAA Accession Training	9 Months		60/36	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 – AE/AT ratings compress to AV rating at Master Chief.
3. Per the Advancement Manual (BUPERSINST 1430.16F), advancement to AVCM requires citizenship and access to classified information prior to advancement eligibility.
4. AE Rating requires a DONCAF adjudicated security clearance and is not waivable.
5. E6 & above SHALL have at least one warfare pin (AW primary) when stationed at a Squadron or FRC.
6. NECs held by AEs:

700A	Unmanned Aerial Vehicle (UAV) External Pilot
701A	Unmanned Aerial Vehicle (UAV) Internal Pilot
702A	Unmanned Aerial Vehicle (UAV) Payload Operator
724B	Aviation Maintenance Material Control Master Chief
730A	Miniature/Microminiature Module Test and Repair (2M MTR) Technician
768B	Airborne Mine Countermeasure Systems Career Maintenance (AMCM) Technician (Level I and O)
770B	Aviation Maintenance/Production Chief
772B	Miniature/Microminiature Electronic Repair Inspector
780A	F-35C Aircraft Systems Organizational Maintenance Technician
783A	Microminiature Electronic Repair Technician
784A	Miniature Electronic Repair Technician
805A	Master Training Specialist
833A	Disaster Preparedness Operations and Training Specialists
E00A	CMV-22 Systems Organizational Maintenance Technician
E04A	MH-53E Systems Organizational Maintenance Technician
E06A/E29A	E-2C Group II 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



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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
E23A/E41A	H-60 Systems Organizational Career Maintenance Technician
E24A/E42A	MH60R/S Electrical Systems Organizational Career Maintenance Technician
E45A	C-130 Systems Organizational Maintenance Technician Journeyman/Collateral Duty Inspector
E46A	C-130 Systems Organizational Maintenance Quality Assurance Representative (QAR)
E47A	C-130 Systems Organizational Maintenance Safe For Flight Certifier
E48A	C-40 Systems Organizational Maintenance Technician Journeyman/Collateral Duty Inspector
E49A	C-40 Systems Organizational Maintenance Quality Assurance Representative
E50A	C-40 Systems Organizational Maintenance Safe For Flight Certifier
I44A	P-3/C-130/E-2/C-2 Electrical Component IMA Technician

7. ACRONYMS INCLUDE:

2M	Miniature/Microminiature Electronic Repair
AMMT	Aviation Maintenance Management Team
COR	Contracting Officer representative
ACOR	Alternate Contracting Officer Representative
CDQAR	Collateral Duty Quality Assurance Representative
CDI	Collateral Duty Inspector
COR	Contracting Officer's Representative
CSEL	Command Senior Enlisted Leader
EAWS	Enlisted Aviation Warfare Specialist
FRC	Fleet Readiness Center
FSQAR	Full System Quality Assurance Representative
GGFR	Ground Government Flight Representative
GGR	Government Ground 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 Petty Officer
NASC	Naval Aviation Schools Command – Pensacola
NRPDC	Navy Reserve Professional Development Center – New Orleans
QAO	Quality Assurance Officer
QAS	Quality Assurance Supervisor
QAR	Quality Assurance Representative
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)
VFA	Strike Fighter Squadron (F/A-18 E/F platform)
VFC	Fighter Squadron Composite (F/A-18 E/F platform)
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)



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



### 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:
  - Collateral Duty Inspector (CDI)
  - Quality Assurance Representative (QAR)
  - Deployment / Detachment LPO with documented mission impact
- Should have previously served or is currently serving as LPO of:
  - Production Division
  - Work Center
  - Quality Assurance
  - Maintenance Control.
- Should have demonstrated usage of upper-level qualifications to include:
  - 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.
- 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 Tactical Support Units (TSU) augment and support FRS and type wing operational requirements
- (FRS/SAU/TSU) 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
    - 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 favorable positions include:
  - Should have previously served or is currently serving as LPO of:
    - Work Center LPO



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- Quality Assurance LPO
- Production Control LPO
- Documentation of **utilizing** in-rate qualifications:
  - Qualified Collateral Duty Inspector (CDI)
  - 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 Green Belt qualified
  - Upper-level qualifications:
    - Production Division Quality Assurance Representative (QAR)
    - NEC: I03A Engine Test Cell qualified (400 Division personnel)
    - 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/WING
  - 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:** 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.

**NOTE 3:** 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.

**NOTE 4:** 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.

### **1. Sea Assignments**

- 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).
- 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 of documented performance in a command role/billet:
  - Maintenance Control LCPO, should be qualified SFF/SFM



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- QA LCPO should be qualified QAR (at least source rate)
- QAS/QAO should be qualified QAR (at least source rate)
- Deployment / Detachment LCPO with documented mission impact
- Strong consideration for personnel with demonstrated performance 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
- SAILOR 360 with strong involvement and documented impact. Special consideration should be given to those in leadership positions

### 2. Shore 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; and must have served in the billet for at least 12 consecutive months: Maintenance Control, Production Control, Quality Assurance
- 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)
- Staff Duty
  - TYCOM Advisor/WING Inspector/Rating Detailer
- 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.
- At least 12 months of documented performance in a command role/billet:
  - Maintenance Control LCPO, should be qualified SFF/SFM
  - QA LCPO should be qualified QAR (at least source rate)
- I-Level shore facility:
  - Quality Assurance LCPO should be qualified QAR (at least source rate)
  - Production Control LCPO, personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS
  - Lean Six Sigma Green Belt Qualified
  - Upper-level qualifications
    - 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
  - NRC SEL/Instructor/TYCOM/WING
  - Attainment of 805A Instructor NEC and 8MTS Master Training Specialist (MTS) NEC 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





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



### **Considerations for advancement from E8 to E9**

**Required:** Graduate of Senior Enlisted Academy – This course is available to all E8's and E9's.

**NOTE 1:** *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 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.*

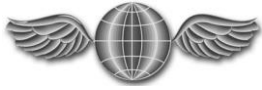
**NOTE 3:** *All efforts should be made to participate in the Advancement Examination Readiness Review (AERR) to verify the accuracy of the assessment of professional rating knowledge at various developmental stages.*

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

- Strong consideration for arduous duty as Aviation Maintenance Management Team (AMMT), which demonstrates leadership, character, and ability to communicate effectively
- Senior Enlisted Academy or other service equivalent (required)
- Successfully lead a Maintenance Department with at least 12 months in a command role/billet:
  - MSCPO - 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.).
    - QAS / QAO needs to be a qualified QAR (at least in source rate)
- 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**

- Senior Enlisted Academy or other service equivalent (Required)
- At least 12 months in a command role / billet.
  - MSCPO (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.)
  - Production SCPO (I-Level)
    - 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.)
    - QAS / QAO needs to be a qualified QAR (at least source rate)
- Staff Duty
  - TYCOM Advisor/WING Inspector/Enlisted Community Manager



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



- 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
- Personnel assigned to RTC, OTC and Naval Academy as a Recruit Division Commander, are carefully screened and selected for this high priority assignment
- 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, personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS
    - Quality Assurance SCPO needs to be a qualified QAR (at least source rate)
- Strong consideration for certain successful tours, which demonstrate leadership, character, and ability to communicate effectively
  - NRC SEL/TYCOM/WING
- 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