



**AME CAREER PATH**  
**TRAINING AND ADMINISTRATION OF THE RESERVES (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 AMCS	23.55 Yrs 17.94	CSEL, 8CMC/8CSC	36/36 48/48	4 <sup>th</sup> Sea Tour Billet: MMCP/MSCP/Staff LCPO/Production LCPO /CSEL/QAS/QAO Duty: AMMT/Squadron Qualification: Senior Enlisted Academy
20-23	AFCM AMCS AMEC	23.55 Yrs 17.94 17.22	CWO, CSEL, 8CMC/8CSC, ECM, Rating Detailer, Equal Opportunity Advisor, Instructor Duty	36/36 48/48 36/48	3 <sup>rd</sup> Shore Tour Billet: MMCP/MSCP/Staff LCPO/ Production LCPO/SEA/SEL/CSEL Duty: PERS/AMMT/WING/Squadron/ FRS/FRC/NRC Qualification: Senior Enlisted Academy/ NRC PQS
16-20	AMCS AMEC AME1	17.94 Yrs 17.22 11.15	OCS, CWO, CSEL	48/48 36/48 60/36	3 <sup>rd</sup> Sea Tour Billet: MSCPO/Dept LCPO/ QA/CSEL/QAS/QAO Duty: AMMT/Squadron Qualification: SFF/SFM/FSQAR
12-16	AMCS AMEC AME1	17.94 Yrs 17.22 11.15	OCS, LDO, CWO, CSEL, RDC, Equal Opportunity Advisor, Instructor Duty	48/48 36/48 60/36	2 <sup>nd</sup> Shore Tour Billet: Instructor/Recruit Division CDR/ Staff/Div/Prod/Maint CPO/QA/SEL Duty: PERS/WING/AMMT/Squadron/ FRS/FRC/NRC Qualification: LCPO/SFF/SFM/PC/NRC PQS
8-12	AMEC AME1 AME2	17.22 Yrs 11.15 3.93	OCS, LDO	36/48 60/36 60/36	2 <sup>nd</sup> Sea Tour Billet: Maint Tech/WC Sup/ QA/LPO/DIV LCPO/Maint Turn Qual Duty: AMMT/Squadron Qualification: SFF/SFM/EAWS/ <b>FSQAR/ORD</b>
4-8	AME1 AME2 AME3	11.15 Yrs 3.93 2.0	STA-21, LDO, RDC, Instructor Duty	60/36 60/36 60/36	1 <sup>st</sup> Shore Tour Billet: Maint Tech/WC Sup/LPO/Instructor/QA Duty: Squadron/NAS/NRC Qualification: NRC PQS/ QAR/CDQAR/ Plane Captain/EAWS/MTS/ <b>ORD</b>
1-4	AME2 AME3	3.93 Yrs 2.0	STA-21	60/36 60/36	1 <sup>st</sup> Sea Tour Billet: Maint Tech/Plane Captain/Collateral Duty Inspector/Maint Turn Qual Duty: Squadron Qualification: EAWS/Plane Captain/CDI/ <b>ORD</b>
1+/-	AMEAN AMEAA Accession Training	9 Months		60/36	Recruit Training (8 weeks)/'A' School (9 weeks)/'C' School for aircraft platform or FRC billet.



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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. ACRONYMS INCLUDE:

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
CSEL	Command Senior Enlisted Leader
EAWS	Enlisted Aviation Warfare Specialist
FRC	Fleet Readiness Center
FSQAR	Full System Quality Assurance 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
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-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)

**Considerations for advancement from E6 to E7**

**NOTE: Intermediate Leader Development Course (ILDC) and Advanced Leader Development Course (ALDC) will be a prerequisite for advancement to E-6 and E-7 respectively, starting in calendar year 2025.**

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
  - Upper- level qualifications are not required but are a good indicator of character and ability.
    - 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.



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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.

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) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- O-Level (FRS/SAU) 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:
- Documentation of **utilizing** in-rate qualifications:
  - Qualified Collateral Duty Inspector (CDI)
  - Quality Assurance Representative (QAR)
  - Work Center LPO
  - Quality Assurance LPO
  - Production Control LPO/400 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.
  - Upper-level qualifications:
    - Production Division Quality Assurance Representative (QAR)
    - Engine Test Cell qualified (400 Division Personnel).
      - Not required but a good indicator of character and ability to operate responsibly.
  - Lean Six Sigma Green Belt Qualified or 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.
  - Instructor/TYCOM/WING
  - Attainment of 805A Instructor NEC and 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.



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**Considerations for advancement from E7 to E8**

**Required:** CPOLDC will be a required for advancement to E8 commencing with the FY 2026 Selection Board.

**Not Required:** Senior Enlisted Academy – This course is not required and has limited E7 quotas.

**NOTE 1:** *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 2:** *Strong consideration for personnel designated as a COR/ACOR/TPOC/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 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

- At least one warfare pin (AW primary)
- 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
  - QAO/QAS
  - Detachment LCPO
- Strong consideration for personnel designated as a 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

- At least one warfare pin (AW primary)
- 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) augment and support Fleet Replacement Squadrons and type wing operational requirements.
- At least 12 months in a command role/billet:
  - Maintenance LCPO
  - QA LCPO
- I-Level shore facility:
  - Production Division LCPO
  - Quality Assurance LCPO
  - Production Control LCPO
  - Upper-level qualifications, not required but a good indicator of character and ability.
    - Production Division Quality Assurance Representative (QAR)
    - Engine Test Cell Qualification (400 Division Personnel).
    - Lean Six Sigma Green Belt Qualified or 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.



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- 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 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**

**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/TPOC/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
- 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.)
- 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

- 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) 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



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- 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.)
- Staff Duty
  - TYCOM Advisor/WING 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 Division LCPO
    - Quality Assurance LCPO
    - Production Control LCPO
- 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/WING
- 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.