



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



Aviation Electronics Technicians work with some of the most advanced avionics equipment in the world and repair a wide range of aircraft electrical and electronic systems. Using wiring diagrams or schematics, repair jobs can range from trouble-shooting complex analog aircraft systems to state-of-the-art computer-controlled systems; affecting repairs down to either a modular or component level. Most of these technicians are trained in computers to support state-of-the-art automatic test equipment.

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 ATCS	20.57 Yrs 18.69	CSEL, 8CMC/8CSC	36/36 48/36	4 th Sea Tour Billet: Maint MMCPO/SCPO CSEL/ Dept LCPO Duty: Squadron Qualification: Senior Enlisted Academy
20-23	AVCM ATCS ATC	20.57 Yrs 18.69 14.87	CWO, CSEL, 8CMC/8CSC, ECM, Rating Detailer	36/36 48/36 36/48	3 rd Shore Tour Billet: MMCPO/MSCPO/Staff LCPO/ Production LCPO/SEL/CSEL Duty: TYCOM/AMMT/Wing/ FRC/Squadron/ NAS/ NRC/PERS Qualification: Senior Enlisted Academy/ NRC PQS
16-20	ATCS ATC AT1	18.69 Yrs 14.87 9.18	OCS, CWO, CSEL, 8CSC	48/36 36/48 48/36	3 rd Sea Tour Billet: MSCPO/Dept LCPO/ QA/CSEL Duty: Squadron/AMMT Qualification: SFF/SFM//FSQAR
12-16	ATC AT1	14.87 Yrs 9.18	OCS, LDO, CWO, CSEL, RDC, Equal Opportunity Advisor, Instructor Duty	36/48 48/36	2 nd Shore Tour Billet: Instructor/RDC/Staff/Div/Prod/ Maint LPO Duty: TYCOM/AMMT/FRC/Squadron/ NAS/NRC/PERS/NRPDC/NALO Qualification: SFF/SFM/FSQAR/NRC PQS
8-12	AT1 AT2	9.18 Yrs 3.70	OCS, LDO	48/36 60/36	2 nd Sea Tour Billet: Maint Tech/WC Sup/QA/LPO Duty: Squadron Qualification: QAR
4-8	AT2 AT3	3.70 Yrs 1.81	STA-21, RDC, Instructor	60/36 48/36	1 st Shore Tour Billet: Maint Tech/WC Sup/LPO/ Instructor/QA Duty: FRC/Squadron/NAS/NRC/PERS/ NALO Qualification: NRC PQS/QAR/CDQAR/ CDI Plane Captain/EAWS/MTS
1-4	AT3 ATAN	1.81 Yrs	STA-21	48/36 48/36	1 st Sea Tour Billet: Maint Tech/Plane Captain/CDI/ Maint Turn Qual Duty: Squadron Qualification: EAWS/Plane Captain/CDI
1+/-	ATAN ATAA Accession Training	9 Months		48/36	Recruit Training (8 weeks)/'A' School (9 weeks)/'C' School for aircraft platform or FRC billet

Notes:



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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. AT Rating requires a DONCAF adjudicated security clearance and is not waivable.
5. E-6 & above SHALL have at least one warfare pin (AW primary) when stationed at a Squadron or FRC.
6. ACRONYMS INCLUDE:

AMMT	Aviation Maintenance Management Team
COR	Contracting Officer Representative
ACOR	Alternate Contracting Officer Representative
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
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
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-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) is a prerequisite for advancement to E-6 and E-7.*

1. Sea Assignments
 - Documentation of utilizing in-rate qualifications:
 - Qualified Collateral Duty Inspector (CDI)
 - Quality Assurance Representative (QAR)
 - Should have previously served or is currently serving as LPO of:
 - Production Division
 - Work Center
 - Quality Assurance
 - Maintenance Control



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- Deployment / Detachment LPO with documented mission impact
 - 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.
 - 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.
 - 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.
 - 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.
 - 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) 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.
 - Lean Six Sigma Green Belt Qualified
 - Upper level qualifications:



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- Production Division Quality Assurance Representative (QAR)
- 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 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: *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: *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

- Safe for Flight (SFF)/Safe for Mission (SFM) Qualification if stationed at **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 should be a qualified QAR (at least in source rate)
 - Deployment / Detachment LCPO with 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.
- QAS/QAO 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

- Staff Duty
- TYCOM Advisor/WING Inspector/Rating Detailer



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- 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 should be a qualified QAR (at least in source rate)
- I-Level shore facility:
 - Production Control LCPO, personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS
 - Quality Assurance LCPO, should be a qualified QAR (at least in source rate)
 - Upper-level qualifications, not required but a good indicator of character and ability.
 - Production Division Quality Assurance Representative (QAR)
 - 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.
 - NRC SEL/RDC/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

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/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

- 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.)
 - QAO/QAS needs to be a qualified QAR (at least in source rate)



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- 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
- 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.
 - 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
 - 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 needs to be a qualified QAR (at least in source rate)
 - 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 Control SCPO, personnel assigned to Production Control **SHALL** complete the Production Control (IMA) PQS
 - Quality Assurance SCPO, should be a qualified QAR (at least in 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.
 - 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.