

# Aviation Structural Mechanic Safety Equipment (AME)



# NAVY

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.

These technicians may also volunteer to fly as Naval aircrew. Aircrew performs numerous in-flight duties and operates aircraft systems in turbojet, helicopter, or propeller aircraft. Aircrew earns additional pay for flying. (See the Aircrew Program for details.)

## What They Do

- o Maintain the various aircraft systems such as seat and canopy ejection (egress), gaseous and liquid oxygen, life raft ejection, fire extinguishing, air conditioning, cabin and cockpit heat, pressurization, ventilation;
- o Remove and install oxygen system valves, gauges, converters and regulators;
- o Inspect, remove, install and rig ejection seats, shoulder harnesses, lap belts and face-curtain mechanisms;
- o Perform daily, preflight, post flight and other periodic aircraft inspections.

## Credit Recommendations

The American Council on Education recommends that semester hour credits be awarded in the vocational certificate or lower-division bachelor's/associate's degree categories for airframe structure repair courses taken in this rating.

## Qualifications and Interests

Aviation structural mechanics require an orientation toward tools, equipment and machines. They should possess manual dexterity and be physically fit, and must be

### Career Path After Recruit Training

Enlistees are taught the fundamentals of this rating through formal Navy schooling. Operational training is available in this rating during later stages of career development.

School	Present Location	Approximate Training Time	Subjects	Training Methods
Class "A" Technical School	Pensacola, FL	Approximately 5 Weeks	Basic aviation structural mechanic course, basic aviation theory course, and skills required for specialized AME rating	Group instruction, classroom and shop After completion of AME Core "A" school

AMEs assigned to squadrons with ejection seat aircraft, attend two weeks of egress training. AMEs may be assigned to aviation squadrons, aircraft carriers or to other Navy ships carrying aircraft, to naval air stations or other aviation shore facilities in the United States or overseas. Normally, each time AMEs are assigned new equipment they return to school for specific training on that equipment. During a 20-year period, AMEs spend about 50 percent of their time assigned to fleet units and 50 percent to shore stations

able to keep records, have a knack for getting along well with other people and work as part of a team. The ability to do repetitive tasks and perform detailed work is also helpful. **Normal hearing and normal color and depth perception are required.**

## Working Environment

Aviation Structural Mechanics may be assigned to sea or shore duty any place in the world, so their working environment varies considerably. They may work in hangars or hangar decks or outside on flight decks or flight lines at air stations.

A high noise level is a normal part of their environment. AMEs work closely with others, do mostly physical work and require little supervision. AMEs may also serve as flight engineers aboard certain aircraft.

## Opportunities

Excellent opportunities exist for qualified applicants to enter this rating. About 1,600 men and women currently work in this rating.

## Related Civilian Jobs O-Net SOC Code

- 17-3023.01 Electronics Engineering Technicians
- 49-3011.00 Aircraft Mechanics and Service Technicians
- 51-2011.00 Aircraft Structure, Surfaces, Rigging, and Systems Assemblers

Since Navy programs and courses are revised at times, the information contained on this rating card is subject to change.

**(Revised 01/08)**