

Training and Evaluation Outline Report

Task Number: 01-2-8083

Task Title: Coordinate Aviation Support Company/Troop (ASC/T) Maintenance Support to Aviation Elements While the ASC/T Moves

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	AR 700-138	Army Logistics Readiness and Sustainability	Yes	No
	AR 700-4	LOGISTICS ASSISTANCE	Yes	No
	AR 710-2	SUPPLY POLICY BELOW THE NATIONAL LEVEL	Yes	No
	AR 750-43	Army Test, Measurement, and Diagnostic Equipment	Yes	No
	PAM 738-751	FUNCTIONAL USER'S MANUAL FOR THE ARMY MAINTENANCE MANAGEMENT SYSTEM-AVIATION (TAMMS-A)	Yes	No
	TC 3-04.7	Army Aviation Maintenance	Yes	Yes
	TM 1-1500-328-23	AERONAUTICAL EQUIPMENT MAINTENANCE MANAGEMENT POLICIES AND PROCEDURES (REPRINTED W/BASIC INCL C1)	Yes	No

Condition: Aviation elements are in a simulated (live, virtual, or constructive) combat environment. The aviation support company/troop (ASC/T) has received an OPORD/FRAGO and the commander's guidance to coordinate ASC maintenance support while the ASC moves. Tactical operations dictate that an ASC/T move is required. The ASC/T may or may not move as an integral member of the combat aviation brigade (CAB). (NOTE: The tactical situation will dictate whether the CAB moves as a whole or whether the ASC/T will conduct the move independently). ASC/T support must be coordinated and planned to continue support to operational aviation units, ensuring not to degrade aviation elements tactical mission and operational capabilities while the ASC/T moves and relocates. Some iterations of this task should be performed in MOPP.

Standard: The aviation support company/troop (ASC/T) coordinates maintenance support to operational aviation elements while relocating maintenance operations in accordance with (IAW) published directives and regulations, the unit's maintenance standing operating procedures (SOP), and the commander's guidance. The ASC/T maintenance support to operational aviation units, while they moved, proceeded as scheduled. Coordination of ASC/T maintenance support to supported aviation elements by production control personnel is instrumental in sustaining operational readiness rates of the supported aviation element's assigned aircraft. Supported aviation unit's tactical mission and operational capabilities is not impaired while the ASC/T moved.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

None.

WARNING

None.

CAUTION

None.

Remarks: None

Notes: None

TASK STEPS

* 1. The aviation support company/troop (ASC/T) production control (PC) aviation maintenance officer/technician or non-commissioned officer in charge (NCOIC) receives the operations order (OPORD)/fragmentary order (FRAGO) to move. The PC aviation maintenance officer/technician or NCOIC reviews the movement plan received from the aviation support battalion (ASB) commander/operations staff officer (S-3).

* 2. The ASC/T PC aviation maintenance officer/technician or NCOIC conducts mission analysis and maintenance supportability issues (general considerations).

a. Determines any ASC/T core mission or maintenance supportability changes/issues.

b. Determines aviation elements maintenance support requirement changes/issues, if any.

c. Determines if existing original equipment manufacturer (OEM) technical representatives or contractor field service representative (CFSR) contractor maintenance support to aviation elements require adjustments while the ASC/T moves.

d. Determines if theatre aviation sustainment maintenance capabilities (TASMC) is required to support aviation elements while the ASC/T moves.

3. The ASC/T PC section personnel conduct mission analysis and maintenance supportability issues (sustainment function).

a. Determine assigned/attached aviation elements maintenance support changes.

b. Coordinate workload requirements in need of maintenance support and requiring evacuation (EVAC) to sister ASC/T unit (if aviation support battalion [ASB] is not moving as a whole).

c. Coordinate workload requirements in needing maintenance support and requiring to be EVAC to theatre aviation sustainment maintenance support elements (if ASB is not moving as a whole).

d. Provide the distribution company Class IX resupply plans and logistical support for customer aviation elements, while the ASC is on the move.

e. Determine Class III packaged and bulk resupply plan and logistical support for customer aviation elements during the movement of their supporting ASC/T.

f. Coordinate ASC/T support to aviation elements while supporting ASC/T elements relocate.

g. Determine Class II resupply plan and logistical support for customer aviation elements while the ASC/T is on the move.

* 4. Commander/leader performs or delegates performance of the steps in the composite risk management process for each step in troop leading procedures.

(Asterisks indicates a leader performance step.)

Step Number	Task Number	Title	Proponent	Status
	01-2-8058	Coordinate Production Control and Aviation Maintenance Functions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8059	Coordinate Production Control Procedures and Priorities of Aviation Assets	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8061	Coordinate Quality Control Actions in Support of Aviation Maintenance Programs	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8062	Perform Aircraft Technical Inspections	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8063	Coordinate Component Repair Platoon Maintenance Actions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8064	Coordinate Airframe Repair Platoon Maintenance Actions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8065	Perform Aircraft Battle Damage Assessment and Repair (BDAR)	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8066	Perform Downed Aircraft Recovery Missions	01 - Aviation/Aviation Logistics (Collective)	Obsolete

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-141-4401	Participate the Military Decision Making Process	011 - Aviation (Individual)	Approved
	011-405-0022	Manage Unmanned Aircraft System (UAS) Maintenance Operations	011 - Aviation (Individual)	Approved
	011-412-0071	Perform the Duties of a Production Control Officer	011 - Aviation (Individual)	Approved
	011-412-0075	Manage Maintenance Operations in an Aviation Support Company (ASC)	011 - Aviation (Individual)	Approved
	011-412-0076	Perform the Duties of a Brigade Aviation Maintenance/Material Officer (BAMO)	011 - Aviation (Individual)	Approved
	011-412-0080	Implement Maintenance Contracting Support Procedures	011 - Aviation (Individual)	Approved
	011-501-0009	Plan Risk Management in Unit Operations	011 - Aviation (Individual)	Approved
	011-510-0502	Plan Company-Level Maintenance	011 - Aviation (Individual)	Approved
	011-510-1300	Supervise Aviation Maintenance Operations	011 - Aviation (Individual)	Approved
	011-540-0004	Supervise the Use of Aviation Maintenance Publications	011 - Aviation (Individual)	Approved
	011-540-0019	Supervise scheduling of Aircraft Maintenance.	011 - Aviation (Individual)	Approved
	011-540-0021	Supervise Aircraft Unscheduled Maintenance	011 - Aviation (Individual)	Approved
	011-540-0023	Perform the Duties of an aviation Maintenance Officer	011 - Aviation (Individual)	Approved
	011-540-0034	Manage aircraft recovery operations	011 - Aviation (Individual)	Approved
	011-540-0035	Supervise Aircraft Battle Damage Assessment and Repair	011 - Aviation (Individual)	Approved
	052-192-3261	React to an Improvised Explosive Device (IED) Attack (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3262	Prepare for an Improvised Explosive Device (IED) Threat Prior to Movement (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-703-9113	Plan for the Integration of C-IED Assets in a COIN Environment	052 - Engineer (Individual)	Approved
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved

Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
	01-146	Aviation Combined Arms Tactical Trainer (AVCATT) (https://tsmats.atsc.army.mil/TSMATS/PAM/Armywide/01-146.pdf)	SIM	1

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

Environment: 1. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT

2. All aerial defensive and offensive tactical operations require an area in which to maneuver. Most training areas have environmental restrictions that a unit must follow during tactical operations. The flight-route parameters resulting from environmental and noise complaint restrictions are unique to aviation. These restrictions must be considered when planning training aviation missions and during mission briefs.

3. Aviation units use large amounts of hazardous materials during routine maintenance. Commanders will be held responsible for the proper disposal of hazardous materials (HAZMAT). The operation of FARPs is especially challenging because of the potential for major environmental catastrophes. The SOPs specify the proper disposal of HAZMAT (such as oils and lubricants, used drip pans, and grease and oil washed off vehicles).

4. All gunnery ranges have environmental SOPs which aviation units need to comply with. These restrictions include normal environmental guidance. They also include specific instructions for the disposal of casings and ammunition boxes and maneuvering weapon systems.

Note. Each U.S. installation is subject to local and state environmental regulations as well as to federal legislation. For information pertaining to a specific location, contact the installation environmental office. When overseas or on deployment, contact operations and plans, and training staff officer (S3) or the assistant chief of staff, operations (G3).

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination. 1. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

2. Composite risk management identifies operational risks so hazards can be reduced or eliminated. Composite risk management allows units to operate in high-risk environments. Leaders at every level are responsible for identifying hazards, taking measures to reduce or eliminate hazards, and accepting risk only to the point that the benefits outweigh the potential losses. The Army's doctrinal manuals articulate the risk-management process as the principal risk-reduction tool. Composite risk management is not an add-on feature to the decision-making process but, rather, a fully integrated element of planning and executing operations. The goal is to make composite risk management a routine part of planning and executing operational and training missions.

3. Composite risk management is a continuous process for each assigned mission or training event. It must be integral to military decisions tied into each training plan and become a continuous part of preparation for training. Safety demands total chain of command involvement in planning, preparing, executing, and evaluating training.