

Training and Evaluation Outline Report

Task Number: 01-2-8060

Task Title: Coordinate Operational Readiness Reporting and Aircraft Availability

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ADRP 4-0	SUSTAINMENT	Yes	No
	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
	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: The aviation maintenance company/troop receives mission requirements and commander's guidance to coordinate operational readiness reporting and aircraft availability with higher headquarters. The aviation maintenance company/troop's maintenance officer coordinates the operational reporting and aircraft availability with the Battalion/squadron aviation maintenance officer and the S-3. The main CP and administrative and logistics operations center (ALOC) are operational and digital systems are functional. Sustainment (logistics/maintenance) support assets are in place and operational. Reports are being received and processed through normal channels. This task may be performed in a field or MOUT environment under all environmental conditions. The company/troop may encounter a Level I threat attack. The company/troop may encounter a CBRN attack. Some iterations of this task should be performed in MOPP.

Standard: The aviation maintenance company/troop's production control officer/NCOIC coordinates operational readiness reporting and aircraft availability in accordance with (IAW) applicable publications, technical manuals (TMs), the maintenance standing operating procedures (SOP) and the commander's guidance. The production control officer/NCOIC monitors maintenance and logistics actions for all assigned and/or attached aircraft. Availability of operational aviation assets with corresponding equipment statuses are verified by the production control officer/NCOIC. The production control officer/NCOIC coordinates aircraft availability and operational readiness statuses with the S-3 and higher headquarters staff. The production control officer/NCOIC communicates logistics shortages to the logistics section. Fully mission capable rates for all assigned reportable equipment does not fall below Department of the Army (DA) mission readiness goals. Assigned operational/tactical missions are not impaired as result of shortage of aircraft assets.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

None.

WARNING

None.

CAUTION

None.

Remarks: None

Notes: None

TASK STEPS

1. The production control (PC) section personnel coordinates aircraft operational readiness and maintenance reports and records.
 - a. Receives and processes aircraft operational readiness and maintenance reports and records.
 - b. Ensures equipment data and statuses on readiness and maintenance reports, records, and forms are entered in accordance with (IAW) applicable regulations and unit's tactical standing operating procedure (TACSOP).
 - c. Validates accuracy of maintenance and logistics statuses entered on submitted aircraft readiness reports, records, and forms.
 - d. Consolidates assigned/attached aircraft readiness reports, records, and forms.
 - e. Submits consolidated reports to the aviation company commander and/or higher headquarters, when applicable.
2. The PC officer/noncommissioned officer in charge(NCOIC) analyzes current aircraft availability and maintenance and operational readiness rates and statuses.
 - a. Updates maintenance and operational readiness reports, forms, and records, as appropriate.
 - b. Analyzes equipment readiness statuses (to determine frequency of equipment breakdowns and parts usage).
 - c. Analyzes unit's equipment readiness rates, to determine effectiveness in executing the unit's assigned tactical missions.
 - d. Maintains a comprehensive list with readiness statuses for assigned aircraft and weapon systems.
 - e. Determines maintenance and logistics operational timelines after processing aircraft status reports, forms, and records.
 - f. Provides higher headquarters commanders a comprehensive list of aircraft availability with assigned operational status.
3. The PC officer/NCOIC coordinates maintenance and logistics actions to increase aircraft availability and operational readiness rates.
 - a. Coordinates assigned aircraft and equipment maintenance priorities with higher maintenance level support PC personnel.

Note: Note: Unmanned Aircraft Systems (UAS) higher maintenance level support is contractor Logistics Support (CLS) driven.
 - b. Coordinates controlled exchange and parts replacement of assigned assets with higher maintenance level support PC personnel.
 - c. Improves aircraft and equipment availability and operational readiness rates through controlled exchange and internal parts replacement of assigned assets, to include weapons systems.
 - d. Coordinates external support from civilian contract personnel, as required.
- * 4. Commander (manned or unmanned aircraft) coordinates aircraft availability and operational readiness rates and their direct impact on current or projected assigned tactical/training operations for mission planning with higher headquarters.
- * 5. Commander/leader identifies and controls hazards according to composite risk management procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The production control (PC) section personnel coordinated aircraft operational readiness and maintenance reports and records.			
2. The PC officer/ noncommissioned officer in charge(NCOIC) analyzed current aircraft availability and maintenance and operational readiness rates and statuses.			
3. The PC officer/NCOIC coordinated maintenance and logistics actions to increase aircraft availability and operational readiness rates.			
4. Commander (manned or unmanned aircraft) coordinated aircraft availability and operational readiness rates and their direct impact on current or projected assigned tactical/training operations for mission planning with higher headquarters.			
5. Commander/leader identified and controlled hazards according to composite risk management procedures.			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: 1 2 3 4 5 M

COMMANDER/LEADER ASSESSMENT: T P U

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-2-0338	Conduct Helicopter Maintenance	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	43-2-4392	Maintain Records and Publications	43 - Maintenance (except missile) (Collective)	Approved

Supporting Collective Task(s):

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
	01-2-8063	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

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-412-0069	Perform the Duties of a Company Aviation Maintenance Officer.	011 - Aviation (Individual)	Approved
	011-412-0074	Manage Maintenance Operations in an Aviation Maintenance Company (AMC)	011 - Aviation (Individual)	Approved
	011-412-0075	Manage Maintenance Operations in an Aviation Support Company (ASC)	011 - Aviation (Individual)	Approved
	011-412-0084	Manage Aviation Logistics 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
	011-510-1301	Supervise Ground 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
	011-540-0028	Compute Maintenance Man-Hour Estimates	011 - Aviation (Individual)	Approved
	011-540-0029	Supervise the Preparation of Maintenance Forms and Records	011 - Aviation (Individual)	Approved
	052-192-1271	Identify Visual Indicators of an Improvised Explosive Device (IED) (UNCLASSIFIED//FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (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
	922-000-0450	Maintain aircraft readiness utilizing Unit Level Logistics System – Aviation (Enhanced) (ULLS-A (E)).	922 - NGPEC (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.