TC 3-04.71

Commander's Aviation Maintenance Training Program

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Commander's Aviation Maintenance Training Program

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Preface

TC 3-04.71 assists aviation leaders, trainers, and evaluators at all levels to develop, manage, and administer a comprehensive aviation maintenance training program by providing the requirements for aviation units to improve and sustain proficiency and readiness in the unit's Soldiers maintenance skills. This publication also provides approved standardized practices and procedures which allow unit commander's designated representatives in the field to manage, execute, track, and record the lifecycle of an individual's aviation maintenance training program.

The principal audience for TC 3-04.71 is aviation commanders, maintenance leaders, officers, noncommissioned officers (NCOs), and maintenance technicians. Aviation maintenance trainers and educators throughout the Army also use this publication.

Commanders, staffs, and subordinates ensure their decisions and actions comply with applicable United States, international, and in some cases host-nation laws and regulations. Commanders at all levels ensure their Soldiers operate according to the law of war and the rules of engagement. (See FM 6-27.)

TC 3-04.71 uses joint terms where applicable. Selected joint and Army terms and definitions appear in both the glossary and the text. When first defining other proponent definitions in the text, the term is italicized and the number of the proponent publication follows the definition. Following uses of the term are not italicized.

TC 3-04.71 applies to the Active Army, Army National Guard/Army National Guard of the United States and United States Army Reserve unless otherwise stated.

The proponent of TC 3-04.71 is Headquarters, United States Army Aviation Center of Excellence (USAACE). The preparing agency is USAACE Directorate of Training and Doctrine (DOTD). Send comments and recommendations on Department of the Army (DA) Form 2028 (*Recommended Changes to Publications and Blank Forms)* directly to Commander, United States Army Aviation Center of Excellence, ATTN: ATZQ-TDD-D, Fort Novosel (formerly known as Fort Rucker), AL 36362-5263; by email to usarmy.novosel.avncoe.mbx.doctrine-branch@army.mil; or submit an electronic DA Form 2028.

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Introduction

TC 3-04.71 shapes the way the Army trains and develops aviation maintainers and leaders. Aviation maintenance influences the ability of an aviation unit to execute the mission and to provide overwhelming combat power in support of ground forces. It is critical for a commander to evaluate the ability of the unit to perform the required level of maintenance to keep aviation assets in the fight.

Full understanding and application of our training doctrine in ADP 7-0 and the unit training management process on the Army Training Network (ATN) ensures commanders can effectively plan, prepare, execute, and assess unit training plans to build combat readiness. At battalion level and above, the military decision-making process is used to develop the unit training plan. At the company level and below, troop leading procedures are used. Any shortcuts in the plan, prepare, execute, and assess phases of the operations process impact the ability to develop and execute realistic training. This is applicable to maintenance because maintenance is training. Scheduled maintenance is planned and executed as part of the training plan.

Aviation maintenance support has never been more critical than in today's operating environment where personnel and aircraft remain in high demand due to high operational tempo. Demand for technically complex aircraft equals the demand for experienced aircraft maintainers and maintenance managers. The ability of an aviation unit to perform its wartime mission is numerically represented by its aircraft operational readiness rates, its maintenance efficiency rates, and ready to launch criteria. Higher operational readiness rates are a direct result of effective and efficient maintenance and logistics management by all aviation commanders, maintenance officers, NCOs, and Department of the Army civilians.

Maintenance is critical for all aircraft platforms, systems, subsystems, and aviation ground support equipment. The failure of an operating aircraft system or subsystem, resulting from improper maintenance procedures, can have catastrophic and deadly consequences to personnel and equipment. Aviation maintainers must adhere to the latest applicable aircraft technical manuals and references when conducting maintenance on their assigned aircraft or associated equipment.

Commanders and leaders must balance mission requirements while continuously assessing a unit's maintenance readiness. The critical links between training, maintenance, and readiness cannot be emphasized enough. This training circular serves as the primary reference for effectively training aviation maintainers.

This revision clarifies and better standardizes the use of aviation maintenance training records and the assessment and designation of maintainers prior to conducting aviation maintenance tasks. The progression framework helps leaders rapidly identify the appropriately trained and designated personnel. By incorporating more industry-wide accepted terminology, the Aviation Maintenance Training Program (AMTP) better aligns with civilian counterpart professional recognition systems. Additionally, a numeric maintenance level (ML) designation was added, using a scale from ML0 to ML4. The purpose of adding a numeric designation is to provide more clarity in understanding the hierarchy of proficiency, mitigate and manage readiness. A Soldier is assessed and designated by the commander at one of these maintenance levels prior to conducting the applicable level tasks. The program is not intended to limit the commander's ability to execute maintenance actions. Designation of a maintenance level in the maintenance training records constitutes a trained status.

Maintenance level designations in this revision are apprentice-ML0, journeyman-ML1, repairer-ML2, senior repairer-ML3, and master repairer-ML4 (Figure INT 1, page vi).

Maintenance Level Designations
Apprentice – ML0
Most junior maintainer qualified in a military specialty, typically on their first tour of duty
Journeyman – ML1
Skilled maintainers conducting supervised maintenance
Repairer – ML2
Leads, trains, and coaches maintainers on ICTL 10 tasks
Senior Repairer – ML3
Leads, trains, and coaches maintainers on ICTL 10-20 tasks
Master Repairer – ML4
Leads, trains, and coaches maintainers on ICTL 10-30 tasks
ICTL – individual critical task list ML – maintenance level

Figure INT-1. Maintenance level designations

This revision updates the individual responsible for entering events to DA Form 7817 (*Aviation Maintainer Training Record*). Each event entered on the form is recorded by an AMTP Evaluator (AE) and initialed by the maintainer.

Also, all training requirements for civilians were removed. However, Title 32 Technicians should document individual critical task list (ICTL) training to enhance unit's readiness. Attempts should also be made for technicians to log training and perform AMTP evaluations during the week to ensure maximum time to train and evaluate part-time Soldiers during inactive duty training weekends.

Appendix C added a general guide to aid, assist, and provide resources for training opportunities utilized by the civilian or Career Program 64 occupational series. Appendix D was added to help describe common scenarios maintenance leaders encounter in the operational training domain.

WORD DISTINCTIONS

Will, shall, must, should, can, and may are utilized as follows:

•Will, shall, or must indicate a mandatory method of accomplishment.

•Should indicates a preferred, but not mandatory, method of accomplishment.

•Can or may indicates an acceptable method of accomplishment.

TC 3-04.71 contains four chapters and four appendices:

- Chapter 1 provides the purpose of the AMTP and outlines the responsibilities of personnel involved in the training process.
- Chapter 2 describes the requirements for qualification, progression, refresher, and sustainment training. It also provides maintainer designations and their roles in the training process.
- Chapter 3 describes the requirements for evaluations and the role evaluations play in monitoring the success of unit and individual training.
- Chapter 4 describes the documents to be used in the AMTP, the procedures for filling out forms, and records management.
- Appendix A contains instructions for maintaining a Soldier's ICTL, the fundamental element used for evaluations in the AMTP.
- Appendix B is designed to provide Soldiers and leaders with the self-development opportunities related to aviation maintenance.
- Appendix C describes access to training for civilian maintainers.
- Appendix D contains examples to help readers visualize common scenarios as related to the program.

Chapter 1

Program Intent and Responsibilities

This chapter provides the intent of the Aviation Maintenance Training Program (AMTP) and outlines the responsibilities of personnel involved in the progression training process.

GENERAL

Building and sustaining combat readiness is both a science and art, requiring commanders, subordinate leaders, and staffs to use the operations process to develop and execute effective unit training plans. Leaders must plan unit training with the same deliberate focus as a combat operation. Aviation commanders and leaders need to synchronize individual and collective training requirements with the aircrew training program, gunnery program, and maintenance program to achieve a progressive, rigorous, comprehensive and repetitive path to achieving unit readiness.

Major General Michael D. Lundy

1-1. Commanders at all levels establish, maintain, and conduct training of operators, crews, and maintenance personnel to properly use and maintain equipment. AMTP standardizes aviation maintenance training across the Army, Army Reserve, and National Guard. It also provides predictability and builds the knowledge base needed to provide maintenance excellence and skills through a progressive, cumulative, and regulatory training path that professionally develops maintainers' skills and understanding of their craft.

PURPOSE

1-2. The program's purpose is to enhance readiness and ensure individual maintainers and maintenance teams develop and sustain the required capabilities necessary to successfully complete maintenance missions. It provides unit leadership with reasonable assurance of the level of training, and it provides maintainers with—

- Technical proficiency and professional development process and resources.
- Individual progression and sustainment process by which maintenance competence can be accurately measured.
- Standardized task requirements and procedures.
- Standardization of maintenance training records.

1-3. A challenge for commanders is understanding complex training requirements for many different military occupational specialties (MOSs). Designation of a maintenance level in the maintenance training records on the DA Form 7817 constitutes a trained status. Making this distinction, the commander can determine objectively if the unit is properly trained.

1-4. The commander objectively evaluates the organization by comparing the number of assigned Soldiers to the number of trained and designated Soldiers. For example, an AH-64 repair section has 14 maintainers assigned. If the section reports 7 of the 14 maintainers are still designated as apprentice-ML0, the section is only 50-percent trained. The systems repair section in the same company has 13 of 16 assigned maintainers, or 81 percent, properly trained and designated as journeyman-ML1. After comparing the two sections, the company commander and maintenance leaders in the organization can identify which sections require additional training.

SCOPE

1-5. This publication provides a standardized AMTP for maintainers in the following MOSs:

- 15B, aircraft power plant repairer.
- 15D, aircraft powertrain repairer.
- 15E, RQ-7 unmanned aircraft systems repairer.
- 15F, aircraft electrician.

- 15G, aircraft structural repairer.
- 15H, aircraft pneudraulics repairer.
- 15K, aircraft components repair supervisor.
- 15L armament/ electrical/ avionics supervisor.
- 15M, MQ-1 unmanned aircraft systems repairer
- 15N, avionic mechanic.
- 15R, AH-64 attack helicopter repairer.
- 15T, UH-60 utility helicopter repairer.
- 15U, CH-47 cargo helicopter repairer.
- 15Y, AH-64 armament/electrical/avionic systems repairer.
- 15Z, qualified maintenance personnel involved in aviation maintenance programs (as applicable), Career Program (CP) 64 title 32 technicians, and LUH-72 light utility helicopter repairer with Airframe & Powerplant license. This may include any senior maintenance personnel involved with aviation maintenance program within Army Aviation support facilities. These personnel should be implemented into the AMTP if they are utilized as trainers or evaluators.

PROGRAM RESPONSIBILITIES

1-6. The Commanding General (CG), USAACE serves as the United States Army Aviation Branch Chief and is responsible for the United States Army Aviation Maintenance Standardization Program and for ensuring aviation units are standardized and prepared for the warfighting combined arms mission. The CG, USAACE serves as the proponent for the United States Army Commander's Aviation Maintenance Training Program and is responsible for ensuring aviation units are standardized and prepared for the warfighting combined arms mission.

1-7. The objectives of the United States Army Aviation Maintenance Standardization Program are—

- Improvement and sustainment of proficiency and readiness among Aviation Soldiers and units throughout the Army.
- Reduction of the adverse effects of personnel turbulence following reassignments.
- Elimination of local modification of approved standardized practices and procedures.

1-8. The USAACE CG utilizes DOTD and Directorate of Evaluation and Standardization (DES) to meet standardization objectives in order to meet the objectives of Army Aviation Maintenance Standardization.

1-9. DOTD is the proponent agency for developing materials that govern the management of aviation doctrinal and training publications allowing units in the field to manage and execute a standardized aviation maintenance program.

1-10. DES is the proponent agency for the enforcement and oversight of the Army Aviation Maintenance Standardization Program. The DES assesses units in the field to ensure compliance with the approved AMTP and Army Aviation Maintenance Training standardization policy. Although priorities and emphasis on skill sets change due to Army requirements, adherence to approved practices and procedures is a critical element in a unit's ability to prevent maintenance accidents.

1-11. The aviation commander is responsible for the unit's maintenance standardization program. The aviation commander must include standardization throughout the overall training strategy.

1-12. The commander's primary standardization staff members include subordinate commanders, safety officers, AMTP Program Managers, and other authorized maintenance instructors and evaluators. Standardization must be implemented in all training tasks. Standardization enables units of any size (multiple-aircraft formations, teams, companies, troops, squadrons, battalions, or brigades) to readily function together to accomplish the warfighting combined arms mission strategy regarding maintenance.

1-13. The USAACE CG has designated DES with the responsibility of clarifying standardization policy, as required, for Army Aviation units worldwide. DES issues policy clarification according to AR 95-1 through standardization communications and other standardization information. Further information can be found on the DES portal.

UNIT CONTINUOUS ASSESSMENT AND EXTERNAL EVALUATION MEASURES

1-14. The following are external assessments conducted by USAACE and United States Army Forces Command (FORSCOM).

ARMY AVIATION UNIT ASSESSMENT

1-15. As directed by the CG of USAACE, assessments are conducted on a 24- to 36-month cycle for aviation units to determine the state of the aviation branch and ensure aviation units meet aviation standardization program objectives. These are normally conducted for combat aviation brigade level and below units. Unit assessments are designed to measure the effectiveness of an AMTP and concentrate on the following areas—

- Unit standard operating procedure (SOP) and required training programs.
- Maintenance processes.
- Maintenance evaluations to determine individual proficiency.

AVIATION RESOURCE MANAGEMENT SURVEY

1-16. As directed by the Deputy Chief of Staff of the Army, aviation unit surveys are required to be conducted on a 24- to 36-month cycle to ensure compliance with Army standardization objectives, meet the requirements of the Command Inspection Program, and ensure aviation units are resourced and capable of the warfighting mission.

1-17. The aviation resource management survey, also known as ARMS, checklist is developed per AR 95-1. aviation resource management survey also assesses the readiness and resource management of the aviation unit. FORSCOM is the lead agency for the development, staffing, and publication of the aviation resource management survey checklist.

1-18. The aviation resource management survey checklist can be found at the Joint Technical Data Integration (JTDI) website under the FORSCOM tab.

1-19. DES is the lead agency for the development of the aviation management training program standardization portion of the checklist.

1-20. It is the commander's responsibility to plan, prepare, execute, and assess unit training plans which not only result in a unit proficient in executing mission essential tasks, but also incorporate low-density or small section training opportunities to ensure and improve individual task proficiencies and contribute to overall unit readiness. Commanders and small section leaders also emphasize the use of ATN to access Army center of excellence network hosted products to further develop MOS-based skills.

1-21. Each NCO and officer must be capable of performing the task required of their immediate subordinates and understand the relationship between individual job requirements, Soldiers manuals, and collective tasks. (See AR 350-1 for more details.)

PROGRAM RESPONSIBILITIES UNDER EACH COMMAND

1-22. Leaders are responsible for the proficiency of their Soldiers, subordinate leaders, and unit maintenance through training, evaluation, and standardization within each command.

BRIGADE

1-23. Brigade commanders or State Army Aviation Officers (SAAOs)—

- Evaluate each battalion's AMTP.
- Appoint brigade or State AMTP manager.
- Assigned as a user in Digital Training Management System (DTMS).
- Provide guidance on ML3 and ML4 ability to perform evaluations throughout the State.

1-24. Brigade or State aviation maintenance officers—

- Assist the brigade commander in evaluating each battalion's AMTP.
- Act as or assist the assigned brigade or State AMTP manager.

1-25. Brigade command sergeant majors, SAAO command sergeant majors, or senior aviation NCO advisor—

- Assist command sergeant majors with resources and personnel to train maintenance actions across the brigade or state.
- Are members of the brigade commander or command sergeant major and above user group in DTMS.
- Are assigned as a user in DTMS.
- Assist and identify brigade or State AMTP manager.

1-26. Brigade or State AMTP managers—

- Standardize all aviation maintenance training, evaluations, and record keeping for all assigned maintenance personnel.
- Identify, train, and evaluate all AMTP managers within the battalion.
- Provide technical advice and expertise to the commander on all AMTP related subjects.
- Manage AMTP and the commander's training program to support the unit's mission-essential task list (METL) by reviewing and advising the battalion commander on each ICTL and on locally created training requirements related to aviation maintenance.
- Research, staff, and prepare authoritative responses to AMTP related correspondence.
- Maintain a current ICTL and task details for each MOS, as necessary, by reviewing Central Army Registry (CAR) website quarterly.
- Maintain the battalion commander's designated tasks list for evaluations.

BATTALION

1-27. Battalion commanders or SAAO—

- Develop, coordinate, implement, supervise, and evaluate performance-oriented training programs.
- Establish and enforce the AMTP.
- Identify battalion or State AMTP manager.
- Approve unit specific individual training tasks.
- Approve MOS and ML designated task lists for evaluations.
- Prioritize and allocate resources and training guidance.
- Chair the semiannual standardization meeting.
- Are assigned as a user in DTMS.

Note. Component (COMPO) 2/3 facility commander should establish a MOA for coordinating documentation of training/evaluations.

1-28. Battalion or State aviation maintenance officers—

- Act as or assist the assigned battalion or State AMTP manager.
- Standardize all aviation maintenance training, evaluations, and record keeping for all assigned maintenance personnel.
- Identify, train, and evaluate all AMTP managers within the battalion or State.
- Provide technical advice and expertise to the commander on all AMTP related subjects.
- Manage AMTP and the commander's training program to support the unit's METL by reviewing and advising the battalion commander on each ICTL and on locally created training requirements related to aviation maintenance.
- Research, staff, and prepare authoritative responses to AMTP related correspondence.
- Attend the monthly standardization meeting.

1-29. Battalion command sergeant majors or state senior aviation NCOs—

- Assist and identify battalion AMTP manager.
- Coordinate with first sergeants to assign maintainers to appropriate organizations based on AMTP individual records review.
- Provide cross-level experience within the battalion when possible.

- Assist with management of the AMTP and the commander's training program supporting the unit's METL by reviewing and advising the battalion commander on each ICTL and on locally created training requirements related to aviation maintenance.
- Advise the Brigade S-3s on maintainer training during the quarterly training meetings.
- Are assigned as a user in DTMS.
- Are members of the battalion commander or command sergeant major user group in DTMS.

1-30. Battalion or State AMTP managers—

- Assist and evaluate each company or troop AMTP.
- Standardize all aviation maintenance training, evaluations, and record keeping for all assigned maintenance personnel.
- Identify, train, and evaluate all AMTP managers within the battalion.
- Provide technical advice and expertise to the commander on all AMTP related subjects.
- Manage AMTP and the commander's training program to support the unit's METL by reviewing and advising the battalion commander on each ICTL and on locally created training requirements related to aviation maintenance.
- Research, staff, and prepare authoritative responses to AMTP related correspondence.
- Attend battalion production control meetings.
- Assist in coordinating AMTP training and evaluations.
- Chair AMTP standardization meeting.
- Are assigned as a user in DTMS.
- Maintain a current ICTL and task details for each MOS as necessary by reviewing the CAR website quarterly.

1-31. Production control officers or NCOs—

- Assist platoon sergeants in ensuring aircraft repairs and back shops work become formal training or evaluation events.
- Coordinate with external units when organic trainers and evaluators are not available. National Guard will utilize SAAO guidance.

1-32. Quality control officers or NCOs—

- Exemplify standards for conducting maintenance.
- Assist the platoon sergeant by providing trainers when they do not have other qualified trainers available.

1-33. Technical inspectors—

- Serve as the most proficient maintenance technicians in the battalion.
- As seasoned maintainers, conduct training for any tasks in which they are proficient.

1-34. Maintenance standardization personnel are AEs assigned as ML3, ML4, or designated in writing by the appropriate commander as AMTP managers. This memorandum for record will be kept on the right side of the maintainer's AMTP training folder. These designated personnel assist the commander in developing and executing the unit AMTP. Standardization personnel advise the commander and implement the commander's intent regarding training. Commanders may still progress ML3 and ML4 personnel by creating unit-created tasks without designating those personnel as evaluators. AMTP managers must be designated as AEs. Standardization personnel must maintain the highest levels of proficiency and develop all maintainers and trainers in their units. Maintenance standardization personnel—

- Are designated by the battalion commander or SAAO on additional duty appointment orders.
- Will serve as the most proficient maintenance technicians in the battalion.
- Will conduct training for any tasks in which they are proficient.
- Will conduct evaluations on ICTL 10-40 tasks, or tasks designated on additional duty appointment orders when designated ML4.
- Are designated on additional duty.
- Will conduct evaluations on ICTL 10-20 tasks, or tasks appointment orders when designated ML3.
- Will attend the standardization meeting.
- Will attend the company training meeting.

COMPANY

1-35. Company commanders—

- Assist the training managers in developing training plans and prepare and execute the training program.
- Initiate and maintain a maintenance personnel training program that addresses MOS sustainment and continuation training requirements by skill-level.
- Ensure the AMTP is nested within the company training program at company training meetings.
- Are members of the company commander and first sergeant user group in DTMS.
- Attend the standardization meeting.

1-36. Maintenance officers—

- Provide technical advice and expertise to the company commander on all AMTP related subjects.
- Minimize conflicts between maintenance events and scheduled training.
- Attend the company training meeting.

1-37. Safety officers—

- Identify safety training requirements and frequency of training.
- Ensure all safety training is documented on the DA Form 7817.
- Assist in ensuring all safety awards with a safety nexus are documented on the DA Form 7817.

1-38. First sergeants—

- Are key to integrating the company training plan with the battalion's training plan.
- Ensure all maintainers are integrated in AMTP.
- Ensure maintainers have the correct training and evaluations before being assigned to a position of higher technical responsibility.
- Advise the battalion S-3 on maintainer training during the quarterly training meetings.
- Are assigned as a user in DTMS.

PLATOON

1-39. Platoon leaders—

- Identify training resources and ensures training is meaningful and according to the AMTP.
- Identify strengths and weaknesses of the training program and report to the commander providing recommendations for improvement.
- Understand the AMTP and the commander's training program intent.
- Are members of the platoon sergeant and leader user group in DTMS.

1-40. Platoon sergeants—

- Coordinate, schedule, develop, and prioritize all training events to facilitate ML progression.
- Monitor overall performance of maintenance teams ensuring adherence to applicable standards.
- Understand the AMTP and the commander's training program intent, to include the unit's METL, and supervise the training program.
- Identify and recommend additional maintenance trainers or evaluators when warranted.
- Are assigned as a user in DTMS.
- Attend the company training meeting.

Note. ML is based upon maintenance proficiency and not grade or position.

1-41. Master repairers (ML4)—

- Lead, train, coach, and mentor (ICTL 10-40) maintainers.
- May conduct evaluator roles if designated as an AE and AMTP manager by the commander.
- Understand the AMTP and the commander's training program intent, to include the unit's METL, and administer the training program.
- Monitor the status of the section's maintenance training, its capabilities, and the proficiency level of individual maintainers.

- Administer and record maintenance training according to this publication.
- Keep the commander, maintenance officer, and platoon sergeant advised on individual maintainer proficiency and recommends maintainer progression.
- Coordinate actual maintenance requirements to conduct hands-on training and evaluations when possible.
- Are members of the squad leader and section leader user group in DTMS.

1-42. Senior repairers (ML3)—

- Lead, train, coach, and mentor maintainers in ICTL 10-20 tasks.
- May conduct evaluator roles if designated as an AE by the commander.
- Continuously review and refine training techniques, procedures, and contents of the AMTP and makes recommendations to the battalion or brigade AMTP managers as applicable for changes.
- Monitor the status and advise the battalion or brigade AMTP managers, as applicable, of the maintenance training program, its capabilities, and the proficiency level of the individual maintainers.
- Administer and record maintenance training according to this publication.
- Are members of the squad leader and section leader user group in DTMS.

1-43. Repairers (ML2) —

- Lead, train, mentor and supervise maintainers on ICTL 10 tasks.
- Perform all maintenance and non-maintenance tasks that pertain to their section with high levels of proficiency without supervision or direct guidance.
- Administer and record maintenance training according to this publication.
- Are members of the user (view only) group in DTMS.

1-44. Journeymen (ML1) —

- Conduct maintenance under the limited supervision of ML2 or higher.
- Seek guidance and advise the appropriate personnel of their specific training needs regarding ICTL status.
- Use the CAR to review assigned ICTL.

1-45. Apprentice (ML0) - An apprentice-ML0 is the junior most maintainer qualified in a military specialty. Soldiers reclassifying into an aviation maintenance MOS may also be considered an apprentice-ML0. Apprentices (ML0) —

- Conduct training and maintenance under direct supervision of ML2 or higher.
- Seek guidance and advise appropriate personnel when specific assigned tasks are beyond their ability.
- Are familiar with their ICTL.

PROGRAM MANAGEMENT

1-46. Each Brigade (or equivalent) will have an ML4 AMTP manager and they should be the rank of SFC or higher. The AMTP manager serves as the command's subject matter expert that provides guidance to subordinate battalion managers' issues. The Brigade will collect unit SOP's and approved battalion commander evaluations task list.

1-47. Each Battalion (or equivalent) will appoint two ML4 AMTP managers (primary and alternate). The managers should be the rank of staff sergeant or higher. These personnel are not required to be assigned to the quality control section, but they must work in conjunction to standardize the AMTP.

1-48. Each company (or equivalent) should appoint two ML4 AMTP mangers (primary and alternate).

1-49. The quality control section ensures enforcement of this manual. The AMTP managers will work in conjunction with the quality control sections to ensure standardization across the unit. The quality control section-

- Maintains a current ICTL and task details for each MOS as necessary by reviewing the CAR website quarterly.
- Maintains the battalion commander's evaluation task list.

1-50. The production control section is instrumental in organizing maintenance to support training and in organizing training to support maintenance. The production control officer, production control NCO, platoon sergeants, maintenance technicians, and ML4 must make a daily effort to include formal training and evaluations concurrent with repairing aircraft or with back shops work. Special training events not coordinated with required repair work creates an unmanageable workload for the unit.

1-51. The Brigade (or equivalent) AMTP manager assists each battalion within the brigade by conducting unbiased third-party evaluations as requested by the commander. The Brigade (or equivalent) AMTP manager also assists with training. Training requests may come through the production control section in the form of a work order or an operation order.

Chapter 2
How To Train

This chapter provides the requirements for qualification, progression, refresher, and sustainment training. It also provides maintainer designations and their roles in the training process.

TRAINING STRATEGY

As with any program, much will depend on the how we train these tasks. Critical to this training is explaining the "why"—why we are doing what we do, not just the how. In order to train a task to standard, the trainer must explain everything that leads up to the task, everything that follows, why each of these actions are needed, and how they tie into a larger system. Maintainers need to train and demonstrate an understanding of how to manage available resources to complete the assigned task successfully. This includes describing how the elements of individual tasks work within the larger context of the respective system.

Command Sergeant Major Gregory M. Chambers

2-1. Commanders and other leaders exercise mission command in both training and operations. They provide their commander's intent to subordinates who determine how to achieve success.

2-2. One of the foundation blocks to building an effective training program is the ICTL. Individual task selection is a result of collective task development, job analysis, new equipment fielding, or other events in Army force modernization. The MOS proponent produces a Soldier's ICTL. Commanders may modify the list and should create unit specific tasks to enhance the Soldier's ability to support METL tasks, for example auxiliary power unit operations for maintenance operational checks and hoist maintenance. See Appendix A for more on ICTL management. Unit-created tasks are written in a similar format to tasks downloaded from ATN or CAR. Unit-created tasks will be assigned a number and title and have all appropriate sections such as conditions, standards, special considerations, evaluation considerations, performance steps, and performance measures. Unit-specific tasks are trained and evaluated like other ICTL tasks.

2-3. The United States Army Training and Doctrine Command process to update ICTLs is called a Critical Task and Site Selection Board. It is cyclical in nature; development and potential changes are always in-progress. NCO leaders check the ATN and the CAR regularly to ensure the most current information is available to train the Soldiers.

MULTIPLE AVIATION MOS ICTL DESIGNATIONS

2-4. Commanders may designate maintainers additional ICTLs outside of their primary MOS to cross train and receive evaluations outside of their primary MOS. Commanders should consider risk versus reward when assigning additional ICTLs outside of the primary MOS when discussing highly complex advanced aircraft tasks. These maintainers will dual or multi track and receive an ML based on their proficiency in that ICTL. This ML will be separate from the ML of their primary MOS and be annotated as such in a DA Form 4856 (*Developmental Counseling Form*) and on their DA Form 7817. This gives commanders the ability to enhance unit readiness. The maintainer will be adequately trained on the additional ICTL tasks and this training will not award a new MOS.

INSTITUTIONAL DOMAIN

2-5. In schools and training centers, Soldiers are introduced to Warrior Tasks and focus on developing individual skills and knowledge—the fundamentals to help them integrate into a team to train on unit collective tasks. Individuals return to schools from operational assignments at certain points to gain the skills, knowledge, and behaviors needed in their current assignment as well as prepare them for the next duty assignment and for higher levels of responsibility.

ADVANCED INDIVIDUAL TRAINING

2-6. Qualification training is conducted at the MOS proponent school. Soldiers graduate from Advance Individual Training (AIT) with apprentice-level experience. All aviation maintainers must be MOS qualified prior to beginning their progression at a unit. Commanders should not assume AIT graduates are proficient in all tasks.

ADVANCED LEADERS COURSE

2-7. The Advanced Leaders Course is normally conducted at the MOS proponent school. This course provides Soldiers with an opportunity to develop the skills, knowledge, and attitude needed to lead squad and platoon size elements.

SENIOR LEADERS COURSE

2-8. The Senior Leaders Course is a branch-specific course designed for the Soldier's MOS and is conducted at the NCO Academy. This course provides an opportunity for Soldiers to acquire the leader, technical, and tactical skills, knowledge, and experience needed to lead platoon and company size units.

OTHER INSTITUTIONAL TRAINING

2-9. Other self-development institutional training and additional schooling available to the aviation maintainer are covered in Appendix B of this reference.

OPERATIONAL DOMAIN

...leaders need to deliberately plan maintenance training. Training takes time and resources to accomplish and it's no different for training Soldiers on maintenance tasks.

Command Sergeant Major Glen Vela

2-10. Units conduct training even when the unit is engaged in operations. As units operate, they learn from formal and informal after-action reviews during and after operations. Leaders continuously evaluate observations, insights, and lessons on planning, preparing, and execution. They also incorporate corrective action into training before the unit conducts the next operation. An after-action review is a facilitated self-analysis of an organization's performance with the objective of improving future performance. Usually, training during operations is more decentralized than training at home station.

ACADEMIC TRAINING PROGRAM

2-11. Commanders emphasize large-scale combat operations and multidomain operations focused training in support of unit METLs. Allocating dedicated training time for NCOs is essential to good individual training. The sergeant's training time recognizes the NCO's primary role in conducting individual, crew, and small team training. The sergeant's training time develops junior leaders and builds cohesive teams. Sergeant's training time requires dedicated time on the training schedule and must be planned, resourced, rehearsed, and executed with no external distractions. NCOs select battle focused individual, crew, and small team tasks that support the unit's METL based on their training assessment and platoon leader guidance. Commanders approve the selected tasks, provide the resources, allocate time to prepare, train, and certify NCOs leading training, and monitor the training. (See AR 350-1 for more details.) Maintenance training is also battle-focused training in support of the unit METL and is an example of training that is scheduled and supported during Sergeant's Training Time.

2-12. The high operational tempo of large-scale combat operations, multi-domain operations, and the enormous strain it imposes on repairing, replacing, and troubleshooting requirements is further complicated due to dislocated and rapidly changing operational requirements. A continuing program of academic study and realistic hands-on training requirements is a necessary and required component of the AMTP to ensure maintainers are current on doctrine, equipment, tactics, and training subjects related to the unit mission.

2-13. Additional training requirements are defined as requirements that directly affect the unit's ability to perform its maintenance requirements and METL that are not hands-on performance tasks, for example chemical, biological, radiological, nuclear, and explosives considerations when decontaminating an aircraft.

The commander will determine which requirements will be completed and include requirements in the AMTP or maintenance standard operating procedure (MSOP). The commander will determine when these requirements will be completed and determine the effects or risk to the maintainer and overall operational readiness.

2-14. The commander will designate additional training requirements as required per the unit mission or METL.

MISSION-ESSENTIAL TASK LIST TRAINING EVENTS

2-15. Individual and collective tasks ultimately combine to create success in the unit METL. Some of the best technical or MOS experience comes from training center rotations, aerial gunneries, and other major movements. Replacing an aircraft transmission at a field site may be the best training a maintainer ever receives. Section sergeants and platoon sergeants must know their Soldier's ICTLs and take advantage of every opportunity for multi-echelon training. Leaders carry a simple list of tasks and use DA Form 5164-R (*Hands-on Evaluation [LRA]*) to record training and evaluations at field sites. Emphasis must be placed on capturing maintenance man-hours when not using an organic aircraft notebook system. The MSOP will dictate the method of documentation of maintenance man-hours and how to incorporate all hours during evaluations.

2-16. While developing the training plan, the commander ensures it allows subordinates adequate time to plan their own training events. Commanders select the few major training events necessary for the unit to attain intended METL proficiency levels. Leaving time between these events is essential. It allows subordinate commanders the ability to accomplish the training necessary to support the higher unit's mission and achieve their own training objectives. Adequate allocation of time at each echelon facilitates training down to individual Soldier tasks. Commanders and staffs leave ample time available for company and below training without designating a separate special event.

2-17. Oftentimes there is an over-emphasis on equally distributing training time and resources between the Brigade level down to the individual, team, and squad level. The chart in Figure 2-1 on page 12 depicts on the right how the training time and resources should be allocated within a brigade to focus on individual and small unit training to develop masters of their craft and maximize time for subordinate leaders to build cohesive and lethal teams.

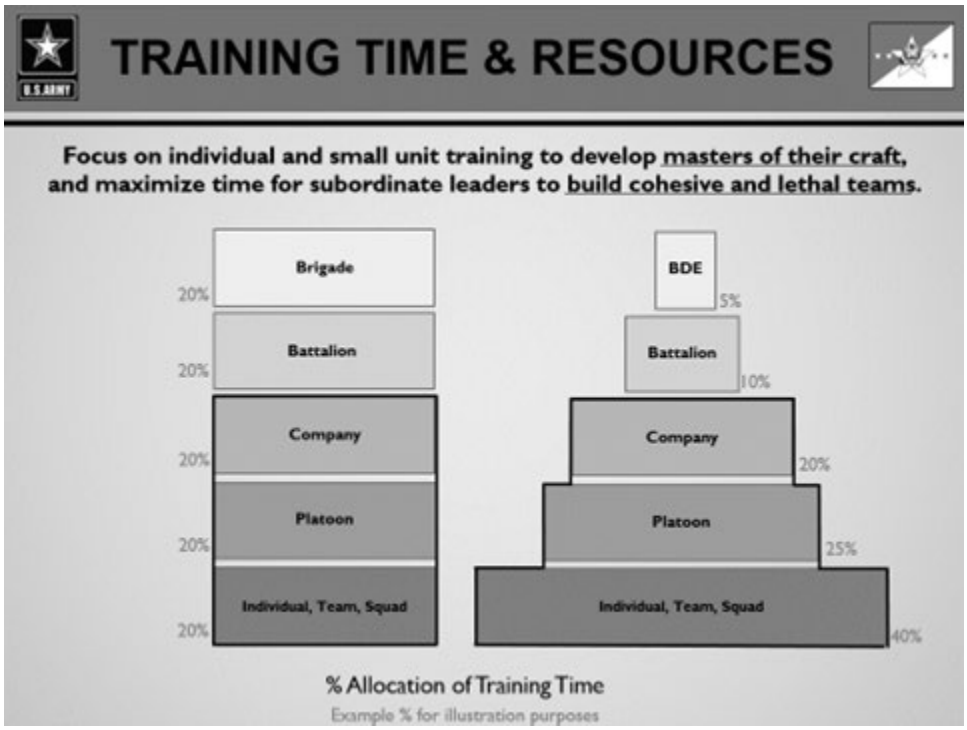

Figure 2-1. Allocation of training time

2-18. The Army Credentialing Opportunities On-line (COOL) website is also a good tool for self-development. Service Members can access this resource for information on credentials related to their MOS.

2-19. Many additional self-development opportunities related to aviation maintenance are covered in Appendix B of this manual.

SELF-DEVELOPMENT DOMAIN

For aviation to be a reliable combat multiplier, highly effective leaders must be employed. Those leaders cannot be mass produced or produced only when the need arises. Empowered and competent leaders make the mission happen and cannot be replaced by technological advances.

First Sergeant Dennis K. McKoy Jr.

2-20. Self-development is a personal responsibility. Self-development enhances qualifications for a current position or helps prepare an individual for future positions. Individuals are responsible for their own professional growth and for seeking out self-development opportunities. Soldiers sustain their individual strengths and address gaps in their skills and knowledge. However, for self-development to be effective all Soldiers must be completely honest with themselves to understand both personal strengths and gaps in skills, knowledge, and behaviors.

2-21. The Army Career Tracker (ACT) website provides Soldiers and leaders with a career map for each MOS.

2-22. The Army COOL website is also a good tool for self-development. Service Members access information on credentials related to their MOS at the Army COOL website.

2-23. Many additional self-development opportunities related to aviation maintenance are covered in Appendix B of this manual.

INTEGRATING NEW SOLDIERS AT THE UNIT

2-24. The purpose of the integration process is to determine a maintainer's proficiency and corresponding maintainer designation. Maintainers are processed into their assigned section and are counselled by their first-line leader on the requirements of this program as part of their in-processing. Integration includes the leader clearly communicating what is expected and how long the Soldier or NCO has to meet the expectation. Appendix D can be referenced for vignettes developed for specific common scenarios.

2-25. The program is designed so that each level of progression builds on the previous level. Paragraphs 2-34 through 2-39 describe the training requirements for each level. When a new Soldier begins work at their first assignment, they are designated as an apprentice-ML0. Subsequent duty designations are sequential over the Soldier's career.

2-26. Soldier's integrating after more than 365 days away from maintenance, for example recruiting duty, will conduct refresher training upon completion of the Commander's Evaluation. Commanders will define refresher training requirements within the MSOP. During the Commander's Evaluation, the maintainer will demonstrate a working knowledge of applicable academic topics, progress in accordance with unit METL, perform maintenance tasks per the ICTL (if applicable) at the ML the maintainer was previously assigned and be expected to perform aviation maintenance duties. If the maintainer fails any portion of the Commander's Evaluation for integration purposes, the maintainer must utilize the sequential progression requirements per this training circular. Completion of refresher training will be documented in the maintainer's DA Form 7817.

2-27. Maintainers that are assigned to units or taskings for more than the 365 days that do not perform aviation duties (for example, recruiter, drill sergeant) or are assigned to taskings outside their aviation maintenance duties must physically maintain their AMTP Folder during that assignment. AMTP does not apply to maintainers assigned to those units. Maintainers will hold their previous ML during the duration of this assignment. Maintainers in units that instruct rated crewmember, non-rated crewmember, or AIT academics are not exempt from the AMTP. Maintainers will turn in their AMTP Folder to their next AMTP manager upon reassignment within an Aviation Unit.

Note. Soldiers promoted into new units, transferred into the Army Reserve or National Guard, or National Guard inter-state transfers will also be assessed and appropriate ML level assigned.

MAINTAINER INTEGRATION AND DESIGNATION

2-28. Maintainers receive a maintenance orientation as part of their initial progression training. The orientation is a counseling event. It includes, but is not limited to, introduction to the AMTP, hangar orientation, local area orientation, basic expectations, and unit specific tasks. See developmental counseling in ATP 6-22.1. It includes any applicable support activity essential to mission execution, equipment maintenance, or test activity commonly used. During the orientation, it should be determined if the maintainer has documentation on DA Form 7817 of all required annual safety training. This training should be completed prior to performing any maintenance tasks.

2-29. Maintainers train and maintain proficiency in the tasks they are designated to perform as outlined in their ICTL. This does not restrict them from performing other tasks to complete the mission at hand. Ultimately, this is a commander's assessment of risk.

2-30. Leaders will conduct a records review and integrate the Soldier into the training plan. The Soldier's records must be updated and accurate before the Soldier or NCO performs any maintenance on an aircraft.

Leader Development by Designation

Leaders at all levels ensure Soldiers are rotated through as many positions in their respective and associated field of training as possible to develop well-rounded skill sets. Upon reception and in-processing, Soldiers and NCOs are screened for their past duty positions and given different jobs to ensure they are as well-rounded as possible.

RECLASSIFICATION OF MILITARY OCCUPATIONAL SPECIALTIES

2-31. Soldiers reclassifying into an aviation maintenance MOS, or a different aviation MOS, are at a significant disadvantage. Reclassifying Soldiers are not assigned directly to the quality control section or as a master repairer-ML4 for the new MOS. These highly technical positions are critical to safe maintenance actions. These Soldiers must pursue self-development through self-study, in addition to unit training, and take on additional iterations of repair work to close the technical knowledge gaps. Soldiers reclassifying to a different aviation MOS may retain the ML for previous MOS if properly evaluated and documented on DA Form 7817.

MAINTAINER PROGRESSION REQUIREMENTS

2-32. Graduation from AIT is not considered the end of individual training. The gaining unit commander is responsible for enhancing and expanding the training that Soldiers received in AIT. The enhanced unit training increases the maintainers' attitude, skills, and knowledge.

2-33. The commanders, maintenance officers, and NCOs identify all training resources and are tasked with making their Soldiers' training meaningful. The commander and the maintenance manager use these resources to maximum advantage. To a maintenance company commander, training on technical tasks is as important as training on tactical skills. USAACE establishes the requirements for technical maintenance training and publishes the task, condition, and standard on the ATN.

APPRENTICE-ML0

2-34. Aviation AIT graduates are considered apprentice-ML0 and are not considered proficient maintainers. An apprentice-ML0 is not designated as journeyman-ML1 until they successfully demonstrate proficiency in an evaluation in accordance with Chapter 3.

JOURNEYMAN-ML1

2-35. Journeyman-ML1 are technically competent to perform any ICTL 10 task. They have working knowledge of their training record and ATN, as well as—

- Must demonstrate and maintain proficiency in ICTL 10 tasks as determined by the unit commander during an evaluation.
- Must be current on the unit's familiarization chart.

REPAIRER-ML2

2-36. Repairer-ML2 are technically competent maintainers capable of leading a field maintenance team. ATP 3-04.7 contains more information for field maintenance teams. They demonstrate leadership qualities and the ability to train an apprentice-ML0. Repairer-ML2 also—

- Must demonstrate and maintain proficiency in ICTL 10-20 tasks as determined by the unit commander during an evaluation.
- Must be current on the unit's familiarization chart.
- Must demonstrate the ability to train ML0 and ML1.

SENIOR REPAIRER-ML3

2-37. Senior Repairer-ML3s are hand-selected by the commanders with collective input from the platoon leadership and maintenance officer. They must be selected not only for their technical qualifications but also for their leadership abilities. Senior Repairer-ML3 also—

- Must demonstrate and maintain proficiency in any ICTL 10-30 tasks as determined by the unit commander during an evaluation.
- Must demonstrate proficiency in navigating the ATN digital job book to view self-development training and ICTL tasks.
- Must be current on the unit's familiarization chart.
- Must demonstrate the ability to train ML0-ML2.

MASTER REPAIRER-ML4

2-38. Master Repairer-ML4s are selected not only for their technical qualifications but also for their performance and leadership ability. These NCOs assist the maintenance officer in administering the AMTP. Master Repairer-ML4 also—

- Should be an Advanced Leaders Course graduate.

Note. This is recommended, but not required, for National Guard Soldiers due to modified table of organization and equipment positions and school seat allocation.

- Must demonstrate and maintain proficiency in ICTL 10-40 tasks as determined by the unit commander during an evaluation.
- Must have a strong understanding of aircraft forms and records, the work-order process, the supply process, and other functions generally associated production control.
- Must demonstrate the ability to train ML0-ML4.
- Must have appropriate roles in DTMS.
- Must demonstrate the ability to manage their sections' familiarization chart.
- Must be current on corrosion training requirements.
- Must have formal test, measurement, and diagnostic equipment (TMDE) training.
- Must have working knowledge of The Army Maintenance Management System-Aviation, also known as TAMMS-A, and the Maintenance Consolidated Database System.

TECHNICAL INSPECTORS

2-39. Technical inspectors are selected for their technical qualifications, demonstrated performance, objectivity, judgment, maturity, and ability to observe and provide constructive comments. Technical inspectors also—

- Must be designated by the commander as an ML3 or ML4.
- Must have a strong understanding of aircraft forms and records, the work-order process, the supply process, safety and maintenance messages, and other functions generally associated with quality control.
- Must have Army Oil Analysis Program, also known as AOAP, training.
- Must have TMDE training.
- Should have Automated Weight & Balance System (AWBS) software training.

Note. Appendix B contains more information in relation the above trainings.

- Should be corrosion monitor trained.
- Must have working knowledge of The Army Maintenance Management System-Aviation.
- Must have working knowledge of the Maintenance Consolidated Database System and should have working knowledge of Global Combat Support System-Army.
- Must be proficient in ICTL 10-30 tasks as determined by the unit commander during an evaluation.
- Must demonstrate the ability to train and evaluate ICTL 10-30 tasks.

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Chapter 3

Evaluations

This chapter describes the requirements for evaluations and the role evaluations play in monitoring the success of unit and individual training. Commanders use these evaluations not only to assess an individual but to assess their training programs as well.

GENERAL

3-1. An evaluation is a tool used to ensure maintainers develop and maintain task proficiency to produce and sustain warfighting proficiency. An individual's lack of proficiency may indicate a need for increased task iterations or frequency for that Soldier. While an evaluation is primarily a method to assess individual proficiency, an adjustment to the AMTP may be required if enough maintainers in a unit fail to demonstrate proficiency in a specific task or tasks. These evaluations should not be confused with Soldier boards or promotion boards.

3-2. Like a weapons qualification, each maintainer must complete an ICTL evaluation annually to perform aviation maintenance duties. The annual evaluation period is a calendar year. It is recommended the commander aligns the evaluation with the maintainer's birth month. The commander will address the evaluation period in the MSOP. Failure to complete the annual written evaluation will constitute a failed evaluation. Paragraph 3-42 has more information.

3-3. Evaluation guidance is published for each individual task as part of the United States Army Training and Doctrine Command training development process. The guidance in an individual task is essentially a rubric for grading. The evaluations governed by this chapter serve as an objective tool for commanders to determine efficiency or competency according to AR 600-8-19.

3-4. Maintainers are not evaluated on any tasks until they receive appropriate training on the task to be evaluated. It is also not necessary to evaluate every task in the ICTL.

3-5. Brigade, or equivalent, will establish an evaluation task list derived from the approved ICTL for local requirements. The standardized task lists should be based off the ICTLs and what is commonly viewed as daily achievable tasks to be completed to facilitate initial integration, progression, or no-notice evaluations. A Brigade standardized list will facilitate inter-brigade transfers while reducing loss of ML due to conflicting Battalion standards.

3-6. Battalion, or equivalent, commanders may modify the ICTL published on the CAR website and add unit created tasks to meet their units METL. The battalion commander's approved list must be published in the unit MSOP as supplemental tasks for each respective MOS and in maintainers' records. See Appendix A for examples on ICTL management.

TYPES OF EVALUATIONS

3-7. The three types of evaluations are discussed in the following paragraphs.

COMMANDER'S EVALUATION

3-8. During integration, each maintainer receives a commander's evaluation before being assigned to a duty position within the unit. The Soldier or NCO must meet the recommended performance criteria for the expected duty position. The commander's evaluation includes tasks from the ICTL for the appropriate level of maintenance. The commander's evaluation is not required to designate an apprentice-ML0 maintainer.

3-9. A commander's evaluation is also used to progress each maintainers' level of responsibility. For example, a repairer-ML2 is not advanced to senior repairer-ML3 without an evaluation.

Note. Commander's Evaluation may either be hands-on or academic.

ANNUAL WRITTEN EVALUATION

3-10. Like a weapons qualification, each maintainer must complete an ICTL evaluation annually to perform aviation maintenance duties. The annual evaluation period is a calendar year. It is recommended the commander aligns the evaluation with the maintainer's birth month. The commander will address the evaluation period in the MSOP.

3-11. The annual general written examination is an open book examination that samples the entire reference library as identified in general maintenance practices. It is prepared at the battalion level and consists of 50 objective questions on the information indicated below. The exam will be tailored to the maintainer's appropriate ML. The minimum passing score is 90 percent. Failure to complete the annual written evaluation will constitute a failed evaluation. Paragraph 3-42 has more information.

- Forms and records
- Publications
- Unit MSOP
- General maintenance practices
- General safety practice
- AMTP requirements

3-12. These evaluations are separate from commanders' evaluations for soldiers new to the organization or for increases in ML level. Commanders may dictate an increase in evaluation percentages based on trends or mission requirements. These annual evaluations allow commanders to understand where their proficiency level is and make informed decisions on what extra training may be required. This requirement does not supersede the requirement for commanders' evaluations as mentioned in paragraphs 3-7 and 3-8.

3-13. Unit commanders must be notified if a Soldier or NCO has exceeded 12 months without an annual general written evaluation. The Soldier's leaders must be counseled and a course of action determined to complete the required training and evaluations.

NO-NOTICE EVALUATION

3-14. A comprehensive no-notice evaluation program allows commanders to monitor training effectiveness at all levels. Each commander must establish an annual no-notice evaluation program in the unit MSOP. No-notice proficiency evaluations may either be academic, hands-on, or a combination thereof. The results of no-notice proficiency evaluations are used to ensure individual standardization and readiness and to tailor the unit's ICTL training program. A no-notice evaluation includes tasks from the ICTL for the appropriate level of maintenance. Due to the nature of Army Aviation maintenance, technical inspectors are AEs that are constantly evaluating the performance and proficiency of maintainers. This presents the opportunity to use a maintenance event as a no-notice evaluation for the purposes of this program. Technical inspectors will document all information in accordance with this training circular.

METHODS OF EVALUATION

3-15. Maintainer evaluations may be written, academic, hands-on, or a combination there of. These methods are discussed in the following paragraphs.

HANDS-ON EVALUATION

3-16. Hands-on evaluations are conducted on an aircraft or equipment whenever possible. When aircraft are not available, hands-on evaluations may be conducted on a simulation device. Information for simulation devices is maintained by Program Executive Officer for Simulation, Training, and Instrumentation. Program Executive Officer for Simulation, Training, and Instrumentation produces a catalog of fielded devices and updates the catalog annually. A link to the training support system and training aids, devices, simulators, and simulations, also known as TADSS, index and catalog is found in the websites recommended section of this book.

3-17. The examinee must demonstrate a complete understanding of all safety precautions (hazardous material, personal protective equipment, posting of signs, and special procedures) pertaining to the task.

3-18. The examinee must demonstrate knowledge of and proficiency in the task and appropriate standards. Task standards are based on an ideal situation and grading is based on meeting the minimum standards. The evaluator must consider deviations from the ideal situation during the evaluation. If other than ideal conditions exist, the evaluator must make appropriate adjustments to the standards.

ACADEMIC EVALUATIONS

3-19. . Any written evaluation is standardized by the battalion AMTP manager and quality control section as part of the units' AMTP. The test requirements are tailored to the appropriate ML and published in the MSOP.

3-20. Each individual critical task includes an evaluation preparation statement which states how the task will be evaluated. For example, see Task 552-15F-2001 (monitor unit TMDE program) on the CAR. Tasks like 552-15F-2001, that can be evaluated using question and answer, are considered academic evaluations.

3-21. The examinee must be able to clearly articulate why a task is required and describe how it works within the larger context of the system. They must explain the basic theory of operation and explain how the task supports the system. Some tasks require the maintainer to isolate a fault or to troubleshoot. The evaluator must use an approved publication as a reference for theory of operation and the current ICTL when evaluating these tasks.

3-22. The examinee must demonstrate a complete understanding of all publications required in the performance of the task. The evaluator asks questions about the task to be performed such as personnel and tools required; write-ups to be made; and warnings, cautions, and notes.

EVALUATION PRINCIPLES

3-23. The value of any evaluation depends on adherence to fundamental evaluation principles as follows:

- Method of evaluation. The method used to conduct the evaluation must be based on uniform and standard objectives. In addition, the method must be consistent with the unit's mission and strictly adhere to the appropriate SOPs and regulations. The evaluator must ensure a complete evaluation is given in all areas.
- Participant understanding. All participants must completely understand the purpose of the evaluation.
- Participant cooperation. All participants must cooperate to guarantee the accomplishment of the evaluation objectives. The emphasis is on all the participants and not just the examinee.
- Purpose of evaluation. The evaluation determines the examinee's ability to perform essential hands-on and academic tasks to prescribed standards.

GRADING CONSIDERATIONS

3-24. Personal experience is extremely valuable and is necessary to help maintainers apply their knowledge. However, evaluators do not fail maintainers based on the evaluator's job experience. They must always use an approved reference publication listed on the unit's familiarization chart and references listed in the specific task.

3-25. The examinee must demonstrate a working knowledge and understanding of the required tasks listed in their ICTL. The ICTL for every MOS and skill level including task, condition, and standard is available on the CAR webpage and discussed in Appendix A.

3-26. For tasks that involve leading other maintainers or a maintenance team, the guidelines for an objective evaluation are the Army's leadership attributes, competencies, and the leader requirements model. ADP 6-22 is the reference for more details.

3-27. Evaluations must also include the trainee's ability to manage available resources to successfully complete the assigned mission to include all applicable forms and records and the ability to explain how the task fits into the operation of the system and the effects of incorrectly documented actions.

3-28. In all phases of evaluation, the evaluator is expected to perform as a team member in good faith. If at any point during the evaluation circumstances prevent the technical inspector or evaluator from performing as a team member, the evaluator must balance the outcome of the evaluation with safety of the repair work.

The trainee must know he or she is being supported by a fully functioning team member and the aircraft must be properly returned to service.

3-29. In all cases, maintainers must follow published requirements in Army technical manuals, critical tasks, safety and maintenance messages, army regulations, DA Pamphlets, and the MSOP.

RECOMMENDED PERFORMANCE AND EVALUATION CRITERIA

3-30. The apprentice-ML0 must demonstrate a working knowledge of tasks listed in ICTL 10 and unit specific tasks. In addition, the apprentice-ML0 is familiar with supporting technical manuals and the MSOP.

3-31. The journeyman-ML1 must demonstrate technical proficiency and sound judgment while conducting tasks listed in ICTL 10 and unit specific tasks. In addition, the journeyman-ML1 must correctly comply with supporting technical manuals, the unit's SOP, and make entries on aircraft forms and records without error.

3-32. The repairer-ML2 must meet the requirements of a repairer-ML2 and demonstrate a working knowledge of tasks listed in ICTL 20 and unit specific tasks. The repairer-ML2 can troubleshoot aircraft systems. In addition, the repairer-ML2 must be able to instruct ICTL 10 tasks, lead a team, and recognize errors in other's performance.

3-33. The senior repairer-ML3 must meet the requirements of a senior repairer-ML3 and demonstrate technical proficiency and sound judgment while conducting tasks listed in ICTL 30 and unit specific tasks. The senior repairer-ML3 must be able to train, counsel, and mentor junior Soldiers.

3-34. The master repairer-ML4 must meet the requirements of a senior master repairer-ML4 and demonstrate a technical proficiency in tasks listed in ICTL 40 and unit specific tasks. The master repairer-ML4 must also be able to implement a unit-training plan and manage the AMTP if designated by the unit commander as an AMTP manager.

3-35. AMTP managers are designated personnel that manage the AMTP program for the Commander. AMTP managers must be designated in writing as an ML4 and as an AMTP manager. The AMTP manager assists the commander in developing and executing the unit AMTP. AMTP managers advise the commander and implement the commander's intent regarding training. AMTP managers must maintain the highest levels of proficiency and develop all maintainers and trainers in their units. AMTP managers are responsible for the following:

- Serve as the primary technical and tactical expert for the aviation maintenance standardization program.
- Administer the commander's AMTP.
- Maintain a high level of proficiency as a maintainer, instructor, and evaluator.
- Provide expertise on unit individual, and collective training to the commander.
- Manage individual maintenance training records.

Note. MTP's with AMOC, 151A, or 15Z may serve as an AMTP managers with no ML progression.

3-36. The technical inspector must meet the requirements of a senior repairer-ML3 AE. They also demonstrate comprehension and application of all tasks in their ICTL and understand and correlate all appropriate aviation maintenance publications.

3-37. Repairer-ML2, senior repairer-ML3s, and master repairer-ML4s are developed and evaluated as leaders as part of the AMTP. For objective standards in leadership, see ADP 6-22.

EVALUATION SEQUENCE

3-38. The evaluation sequence consists of four phases: introduction, academic evaluation topics, hands-on evaluation, and debriefing. The evaluator determines the amount of time devoted to each phase. The evaluation does not have to begin and end on the same day. For example, evaluating a senior repairer-ML3 for designation as a master repairer-ML4 may take several weeks.

3-39. Phase 1 is the introduction. In this phase a leader—

- Reviews the maintainer's AMTP record and any counseling forms related to maintenance actions.
- Determines if the maintainer is current on training requirements such as familiarization chart, corrosion training, or non-destructive inspection training.
- Determines the maintainer's man-hour experience using personnel and maintenance detail report from the aircraft notebook dashboard.
- Confirms the purpose of the evaluation, explains the procedure, and discusses the standards for the evaluation.
- Coordinates with a technical inspector or evaluator

3-40. Phase 2 is the academic evaluation. This phase of the evaluation may be conducted simultaneously or independently of phase 3. In this phase the evaluator—

- Follows the preparation and guidance written in the specific task. See Appendix A for individual task management.
- Includes appropriate publications.
- Limits questions to the appropriate maintainer's ICTL.
- Includes knowledge of local SOPs.

3-41. Phase 3 is the hands-on evaluation. In this phase the evaluator—

- Follows the preparation and guidance written in the specific task. See Appendix A for individual task management.
- Includes general safety practices.
- Includes aircraft forms and records.

3-42. Phase 4 is the debriefing. In this phase the evaluator—

- Advises the maintainer and first-line supervisor on whether the maintainer passed or failed the evaluation and discuss any tasks not performed to standard.
- Discusses the maintainer's strengths and weaknesses.
- Offers recommendations for improvement.
- Creates entry on DA Form 7817.
- Completes DA Form 4856 and informs the maintainer of procedures to follow in the event of a failed evaluation.

FAILED EVALUATIONS

3-43. If a maintainer fails any evaluation, they must be counselled on DA Form 4856. The form is generally self-explanatory; however, the key points of discussion include-

- The name and number of the tasks evaluated.
- The reference technical publication or SOP describing the required action or application.
- The specific reason for failure.

3-44. If a maintainer fails an evaluation, they are restricted from performing maintenance duties unsupervised. During the counseling following a failure, an appropriate plan of action is clearly described on DA Form 4856. It includes a specific timeline for re-evaluation and return to normal duty. If the maintainer fails while being evaluated to perform duties of the next higher maintenance level, they may continue to perform current duties. The intent should be recorded clearly on DA Form 4856. Failed evaluations are entered in the maintainer's permanent DTMS record. Additional restrictions or actions may be required at the discretion of the unit commander or MSOP.

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Chapter 4

Records

This chapter describes the documents to be used in the AMTP and the procedures for filling out the forms.

RECORDS SYSTEM

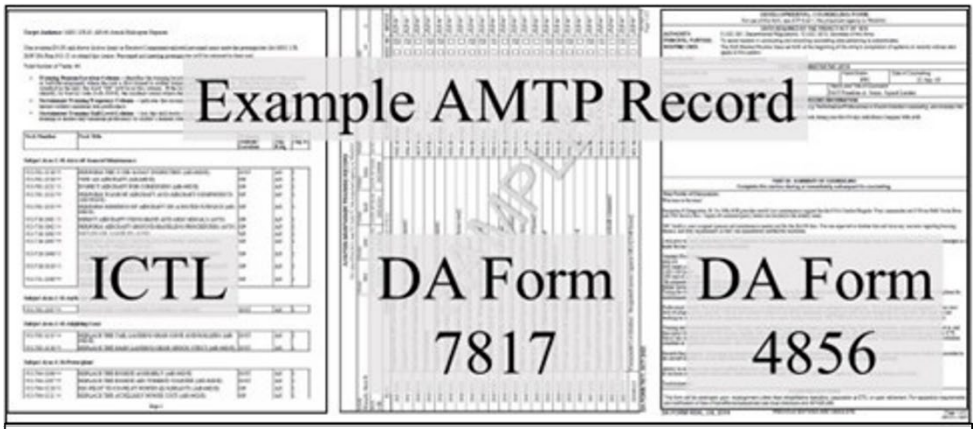
4-1. The AMTP records system provides commanders a complete and continuous performance record on each maintainer in their unit. These records reflect the performance of specific individuals at a given time and serve as the commander's AMTP quality control and standardization tools. Upon any transfer that changes the commander's task list, the platoon sergeant ensures the individual's training folder is closed out. This close out includes a written counselling by the platoon sergeant.

4-2. Aviation maintainer training is recorded in DTMS. Each leaders' access is described in Chapter 1. NCO instructors and managers in the institutional domain also record training in DTMS. The unit maintains the hardcopy manual records to facilitate continued operations during DTMS data entry.

4-3. Records may be maintained digitally if it is on a web-based site and follows any controlled unclassified information and personally identifiable information regulations. If records are maintained digitally, units must standardize within the unit SOP when records should be printed and placed into the individual's training folder. During the maintainer's birth month, upload a copy of DA Form 7817 to DTMS. Records will be printed prior to permanent change of station or any transfer that occurs within a unit. Every Soldier maintaining, training, or evaluating maintenance will establish and maintain an AMTP folder. Each Soldier must have DA Form 3513 (*Individual Flight Records Folder, U.S. Army*). The records folder includes DA Form 7817 and any DA Form 4856 forms related to aviation maintenance events.

4-4. AMTP records will meet Army Records Information Management System and the Privacy Act requirements according to AR 25-400-2 and AR 25-22.

4-5. Figure 4-1 is an example of the documents required to complete an AMTP record which include ICTL, DA Form 7817, and DA Form 4856.



AMTP – aviation maintenance training program
DA – Department of the Army
ICTL – individual critical task list

Figure 4-1. Example aviation maintenance training program record

COMPLETING FORMS

4-6. The importance of accurate records cannot be overstated. The forms must be filled out carefully, completely, legibly, and in a timely manner. Every possible event or occurrence cannot be anticipated. If

situations arise that are not covered by these instructions, use sound judgment and enter the event in the most logical manner.

4-7. Keep entries to the records as clear and concise as possible. abbreviations and acronyms should be avoided whenever possible.

4-8. No-entry blocks are blocks that do not require an entry. Enter any commonly understood letters or symbols. (for example, N/A or dash (-) for "not applicable"). Do not leave any block blank.

GENERAL INSTRUCTIONS FOR RECORDS

4-9. Commanders ensure a file is prepared and maintained for each maintainer who is conducting maintenance, service, modifications, or inspections to any aircraft or component. Each time a leader signs an entry they are affirming the accuracy of that entry.

MAINTENANCE RECORDS FOLDER

4-10. Use DA Form 3513 to file the maintainer's records. If DA Form 3513 is not available, use national stock number 7530-01-484-0001, heavy duty tri-fold tile folder. The folder will be labeled according to AR 25-400-2.

CHANGE OF DUTY STATION

4-11. Maintainers will hand carry their AMTP records with them when changing duty stations. Losing units, except for AIT units, maintain a scanned copy for one year. For COMPO 2 soldiers transferring to another unit within the state, it is recommended that AMTP records are sent directly to gaining unit via mail or other means as defined in SOP.

4-12. Maintainers will present their training records to the commander, or the commander's designated representative, within 14 calendar days of arrival at the unit. COMPO 2 and 3 maintainers will present their training records to the commander, or the commander's designated representative, upon arrival to their gaining unit.

RELEASE FROM DUTY

4-13. Release from duty includes an individual's release from active duty without immediate follow-on duty with COMPO 2 or 3, retirement, discharge, resignation, assignment to the United States Army Reserve control group, or death. The individual retains their records. Those records left with the unit may be destroyed after 1 year from the date of removal from the active-duty list.

INDIVIDUAL CRITICAL TASK LIST AND DA FORM 4856

4-14. Each maintainer's ICTL is the top item on the left side of the records folder. Previous unit ICTLs may be discarded once all training is captured and verified in DTMS. All maintenance related counseling forms are on the left side of the folder under the ICTL.

AVIATION MAINTAINER TRAINING RECORD

4-15. DA Form 7817 is used to permanently record major events for each individual maintainer. The DA Form 7817 is on the right side of the maintainer's record folder. The current copy of DA Form 7817 is on top of previous copies, where applicable.

4-16. Each time an evaluation is recorded on DA Form 7817, also record the number of maintenance man-hours total cumulative. Use the personnel and maintenance detail report from the aircraft notebook dashboard. Currently the aircraft notebook dashboard will only record man-hours for the assigned unit. Add the current report man-hours to the previously recorded entry to show total experience. The intent is to record maintenance man-hours in the training record to demonstrate on-the-job experience.

EVENTS TO RECORD

4-17. The following list of events are recorded on the DA Form 7817:

- Unit of assignment, duty title, and maintainer designation.

- Department of the Army skill qualification courses and professional military education.
- Civilian aviation courses and certificates.
- Refresher and reintegration training completion.
- Completion of training or retraining to include annual training requirements. Some examples are—
  - Corrosion training.
  - Non-destructive inspection training.
- All evaluations; enter hands-on or academic as appropriate.
  - Commander's evaluation integration.
  - Commander's evaluation with applicable designated ML.
  - No-notice evaluation.
  - Annual written evaluation.
  - Record's review.
- Medical suspensions and then return to full duty.
- Any suspension from duty.
- Any involvement in an accident or incident if the accident is attributed to human error by the maintainer. For example, improper aircraft towing, dropping, or ruining a component due to negligence, or maintenance without a manual.
- Receipt of safety and any other awards with a maintenance nexus that the platoon sergeant determines appropriate.
- Departing for permanent change of station, temporary change of station, or expiration term of service.

Note. Any open blocks on the DA Form 7817 will be lined out prior to beginning a new sheet.

MAJOR CORRECTIONS

4-18. Corrections to DA Form 7817 may be needed for several reasons. Careful and timely entry of events as they occur eliminates most major errors. If an event is not entered at the proper time and other events have been recorded, enter "(late entry)" in the remarks block. If enough mistakes accrue to make the form unusable, transcribe the data to a new form. Place a diagonal line across the front of the unusable form, label it "transcribed," and retain this copy of the form under the current form. Do not destroy or discard any DA Form 7817 that contains an entry. See Figures 4-2 and 4-3 (pages 26 and 27) for examples.

AVIATION MAINTAINER TRAINING RECORD

For use of this form, see TC 3-04.71; the proponent agency is TRADOC.

NAME	RANK	RANK	RANK	RANK	RANK	RANK	SHEET NUMBER
Pressaswitch, Jacopo J.	PFC	SPC	SGT	SSG			1 OF 1
MOS	**DATE OF RANK**	**DATE OF RANK**	**DATE OF RANK**	**DATE OF RANK**	**DATE OF RANK**	**DATE OF RANK**	**DoD ID**
15R	20161010	20190201	20211201	20230909			246803579

DATE	EVENT (Remarks may be continued on back of form)	RECORDED BY (Print/Sign)	GO / NOGO / NA	INITIALS
20171020	Completed 15R AIT	SSG Pumpgear / D Pumpgear	☐ ☐ ☑	JJP
20171105	Assigned to A Co 1/101st - designated apprentice-ML0	SSSG Pumpgear/ D Pumpgear	☐ ☐ ☑	JJP
20180105	No-notice eval (see comment) [man-hour report 40 hours]	SGT Screenajet / B Screenajet	☑ ☐ ☐	JJP
20180222	Corrosion training	SGT Draintube / R Draintube	☐ ☐ ☑	JJP
20180914	Completed TMDE support coordinator on-line training	SSG Pumpgear / D Pumpgear	☐ ☐ ☑	JJP
20181001	Written test per unit SOP dated 13 Apr 2022	SSG Boltneck / L Boltneck	☑ ☐ ☐	JJP
20181210	CDRs Eval - designated journeyman-ML1 (see comment) [255 hours total]	SSG Pumpgear / D Pumpgear	☑ ☐ ☐	JJP
20190115	Unit coin awarded for aircraft recovery mission	SSG Coolinfan / J Coolinfan	☐ ☐ ☑	JJP
20190327	Assigned to B Co 96th - designated journeymen-ML1	SSG Nutjob / M Nutjob	☐ ☐ ☑	JJP
20190403	Ground accident Class E (see comment)	SSG Nutjob / M Nutjob	☐ ☐ ☑	JJP
20190506	Commanders Eval for accident (no comment) resume normal duties	SSG Ventcap / P Ventcap	☑ ☐ ☐	JJP
20190628	Completed AMCOM corrosion monitor course MT1 (no backside comments)	SSG Nutjob / M Nutjob	☐ ☐ ☑	JJP
20190902	CDRs Eval - designated repairer-ML2 (see comment) [689 man-hours]	SSG Drivetrain / J Drivetrain	☑ ☐ ☐	JJP
20200228	CDRs Eval - designated senior repairer-ML3 (see comment) [950 hours]	SSG Drivetrain / J Drivetrain	☑ ☐ ☐	JJP
20191104	(Late entry) TCS to Afghanistan for Operation Freedom's Sentinel	SSG Drivetrain / J Drivetrain	☐ ☐ ☑	JJP
20200422	Aircraft recovery mission under enemy fire. ARCOM w/V	SSG Drivetrain / J Drivetrain	☐ ☐ ☑	JJP
20200828	Completed ALC	SSG Pitchplate / J Pitchplate	☐ ☐ ☑	JJP
20201104	No notice eval - senior repairer-ML3 (see comment) [MMH since last eval 830. Total 1780 hours]	SSG Pitchplate / J Pitchplate	☑ ☐ ☐	JJP
20210218	PCS - Assigned to recruiting duty [MMH 2021] (Provided Personnel/Maintenance Detail Report)	SSG Pitchplate / J Pitchplate	☐ ☐ ☑	JJP
20230202	Assigned to 4/6 Attack (see NCO support form)	SSG Lockspring / U Lockspring	☐ ☐ ☑	JJP
20230323	Commander's evaluation - designated technical inspector (see backside comment)	SSG Lockspring / U Lockspring	☑ ☐ ☐	JJP
20230329	Assigned battalion AOAP NCO	SSG Lockspring / U Lockspring	☐ ☐ ☑	JJP
20240122	Commander's evaluation - designated master repairer-ML4 [2348 hours]	SFC Magchip / A Magchip	☑ ☐ ☐	JJP

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Page 1 of 2

Figure 4-2. Sample DA Form 7817 (front)

AVIATION MAINTAINER TRAINING RECORD *(Continued)*
For use of this form, see TC 3-04.71; the proponent agency is TRADOC.

NAME	RANK	SHEET NUMBER
Pressaswitch, Jacopo J.	SSG	1 OF 1

DATE (Enter date from Page 1)	REMARKS (Continued from Page 1)	RECORDED BY INITIALS	MAINTAINER INITIALS
20171020	Honor Graduate 15R course 16-03.	DP	JJP
20180105	No-notice eval directed by platoon sergeant, task 55-7001-10, see DA Form 4856.	BS	JJP
20181210	Evaluated task 552-15R-1035, 552-15R1028, 552-15R-1013.	DP	JJP
20190403	Engine damaged during removal. task 63-7890. See DA Form 4856.	MW	JJP
20190902	Evaluated with written test, and task 552-15R-2006, 552-15R-2004, 552-15R-2003.	JD	JJP
20200228	Evaluated task 552-000-3003, 552-000-3005, 552-000-3012, 552-15R- 3013.	JD	JJP
20201104	No notice during 125-hour inspection. task 55-7023-23.	JD	JJP
20230323	Designated TI, written test and hands-on evaluation during transmission remove and install [2120 man-hour].	UL	JJP
20240122	Evaluated task 011-CAM-4007, 011-CAM-4021, 011-CAM-4020.	AM	JJP

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Figure 4-3. Sample DA Form 7817 (back)

4-19. Upload each maintainers' DA Form 7817 to the relevant training management information system annually. The intent is to keep a permanent record of each maintainers' MOS training including the events listed in paragraph 4-17.

OPTIONAL FORMS

4-20. Noting the date of training and the initials of the maintenance leader on the ICTL is a good technique to help organize individual training. The optional forms may be kept or discarded once all training is entered and verified in DTMS. MSOP may dictate specific use.

4-21. DA Form 5164-R may be used to record an ICTL training event, a list of required tasks to progress to the next, or evaluation for one individual. The performance steps from any individual task may be transcribed to this form to help record training. See Figure 4-4 on page 28 for a filled-out sample of DA Form 5164-R.

HANDS-ON EVALUATION

For use of this form, see STP 11-25S14-SM-TG; the proponent agency is TRADOC.

DATE: 14NOV07

TASK TITLE: Troubleshoot Auxiliary Power Unit

TASK NUMBER: 552-815-3001

ITEM a	PERFORMANCE STEP TITLE b	SCORE (Check One) PASS c	FAIL d
1.a.	1. Perform pre-maintenance procedures a. Obtain and utilize current publications required to perform task.	☒ P	☐ F
1.b.	b. Review the task procedures for safety concerns, resources required, equipment pre-conditions, and task steps.	☒ P	☐ F
1. c.	c. Review applicable forms and records for accuracy and completeness in accordance with DA PAM 738-751.	☒ P	☐ F
	d. Obtain all tools/special tools, consumable/expendable material, repair parts, and AGSE required to accomplish the task.	☒ P	☐ F
1. e.	e. Check the calibration data on all special tools and test equipment before use.	☒ P	☐ F
2.	2. Troubleshoot Aux Power Units in accordance with TM 1-2835-208-23&P and TM 1-2835-209-23&P and document maintenance activities by making appropriate entries on applicable forms.	☒ P	☐ F
3.	3. Inspect removed hardware, mounting locations. and replacement components for wear, damage, and continued serviceability.	☒ P	☐ F
4.	4. Request a TI at appropriate times throughout the maintenance procedure.	☒ P	☐ F
5. a.	5. Perform post maintenance procedures. a. Document any required MOCs on appropriate systems and components.	☐ P	☒ F
5. b.	b. Account for and secure all tools, equipment, and materials used for the task.	☒ P	☐ F
5. c.	c. Verify that removed equipment, if applicable, is tagged with appropriate serviceability DD Form.		
5. d.	d. Enter follow-on maintenance on DA Form 2408-13-1 and DD forms.		
5. e.	e. Conduct final FOD check of the aircraft or maintenar		

EVALUATOR'S NAME: SFC Usetoturn Wrenches

SOLDIER'S NAME: SGT Wantsto Fixaircraft

Legend:
AGSE – Aircraft Ground Support Equipment
DA PAM – Department of the Army Pamphlet
DD – Department of Defense
FOD – Foreign Object Damage
MOC – Maintenance Operational Check
SM – Soldier Manual
STP – Soldier Training Publication
TG – Training Guide
TI – Technical Inspector
TM – Technical Manual
TRADOC – Training and Doctrine Command
NOV – November

DA FORM 5164-R, SEP 1985 EDITION OF DEC 82 IS OBSOLETE APD LC v2.01

Figure 4-4. DA Form 5164-R

Appendix A

Training Products Management

This appendix contains instructions for maintaining a Soldier's ICTL. Leaders follow this step-by-step guide when creating and maintaining AMTP records. Prior to conducting an evaluation, the CAR webpage will be reviewed for the most current ICTL. The integration of unit-created tasks into a soldier's ICTL is essential to a well-managed training program that supports the unit's METL. The ICTL listed in the CAR should be used as a baseline guide and not an all-encompassing list of tasks to be trained. Commander's and their representatives should consider the entirety of the equipment required to accomplish all aspects of their assigned mission set when selecting and creating tasks for their unit's ICTL. Integration of aircraft-installed mission equipment, aircraft weapon platforms, systems, subsystems, and aviation ground support equipment into the ICTL is highly recommended. Proper selection and creation of ICTL tasks to match the unit's METL will result in better trained mechanics and a more complete understanding of the mission and the maintenance required to ensure it happens safely.

UNIT CREATED TASKS

A-1. Units that create a unit-created task will submit tasks through their brigade-level equivalent or higher command to DOTD at Commander, USAACE, ATTN: ATZQ-TDT-F, Fort Novosel, Alabama 36362-5000 or via email to usarmy.novosel.avncoe.mbx.atzq-tdtf@army.mil. DOTD will work in conjunction with DES to determine the validity of the task. If found to be a valid task, based on need and command level input, DOTD and DES will develop the task and submit to the DOTD Director for approval of use. If approved, the task may be included in the next Critical Task and Site Selection Board publication cycle.

INDIVIDUAL CRITICAL TASK LIST MANAGMENT

A-2. The following steps outline the process to locate an ICTL on CAR:

- Step one: access the dashboard on the CAR webpage.
- Step two: click product type on the left side of the webpage to refine your search, then type ICTL. Then click on ICTL-Individual Critical Task (Figure A-1 on page 30).
- Step three: after refining by product type, enter desired MOS in the CAR search bar. 15G was entered as an example (Figure A-2 on page 30).
- Step four-click on the desired ICTL to view or download.

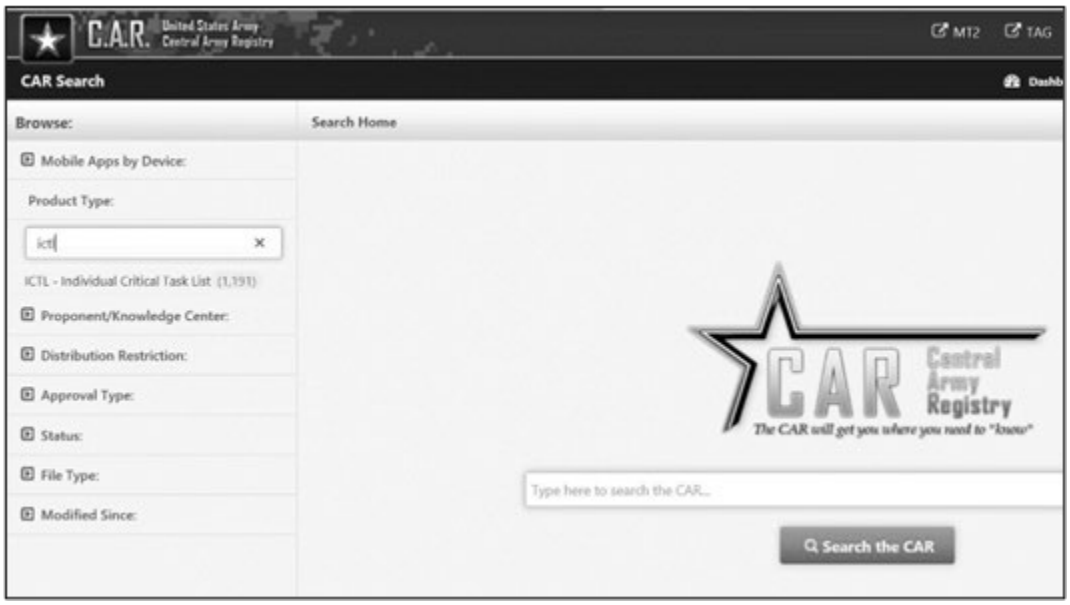

Figure A-1. Refine product type for individual critical task

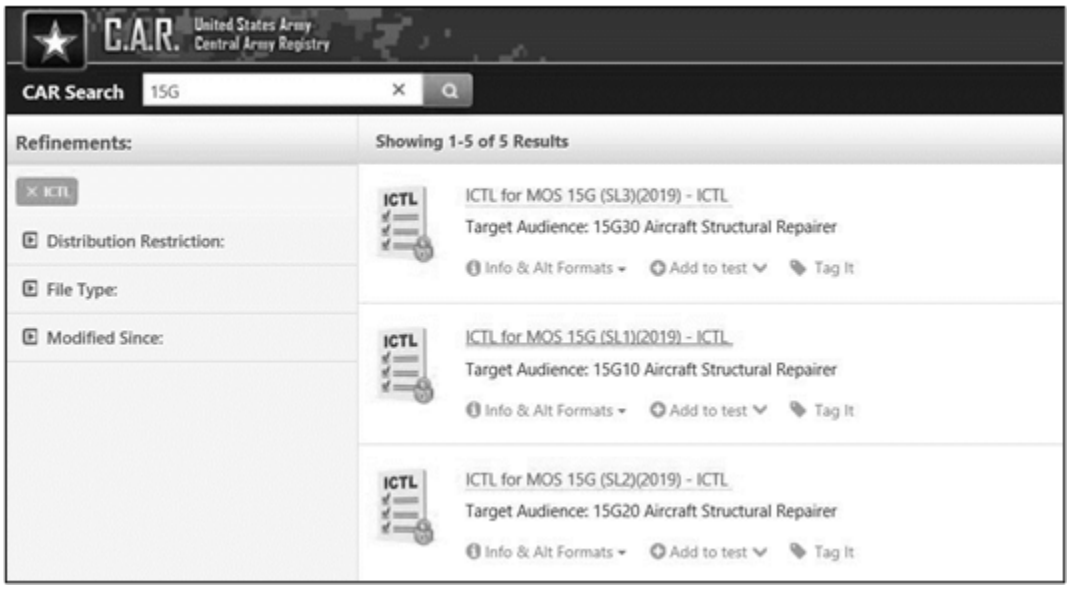

Figure A-2. Download an individual critical task list

A-3. To create a task list—

- Follow the steps in paragraph A-1.
- Strike any tasks your unit cannot train on due to aircraft configuration. (For example, 15R cannot train for AH-64E specific tasks while assigned to an AH-64D equipped unit.)
- Add local tasks that are approved by the brigade or battalion commander according to Chapters 1 and 2.
- Add the list to the maintainer's record according to Chapter 4.

INDIVIDUAL TASK MANAGEMENT

A-4. Once an ICTL has been created, click on any task and the link opens the task. You must have an internet connection for the CAR website to work.

A-5. Individual tasks may be downloaded from the same website without using the ICTL.

A-6. Select product type and type task. Click ITASK-Individual Tasks to refine the search as shown in Figure A-3.

Figure A-3. Refine product type for tasks

A-7. Search for a task by number, title, or subject. In Figure A-4, rotor was used as an example.

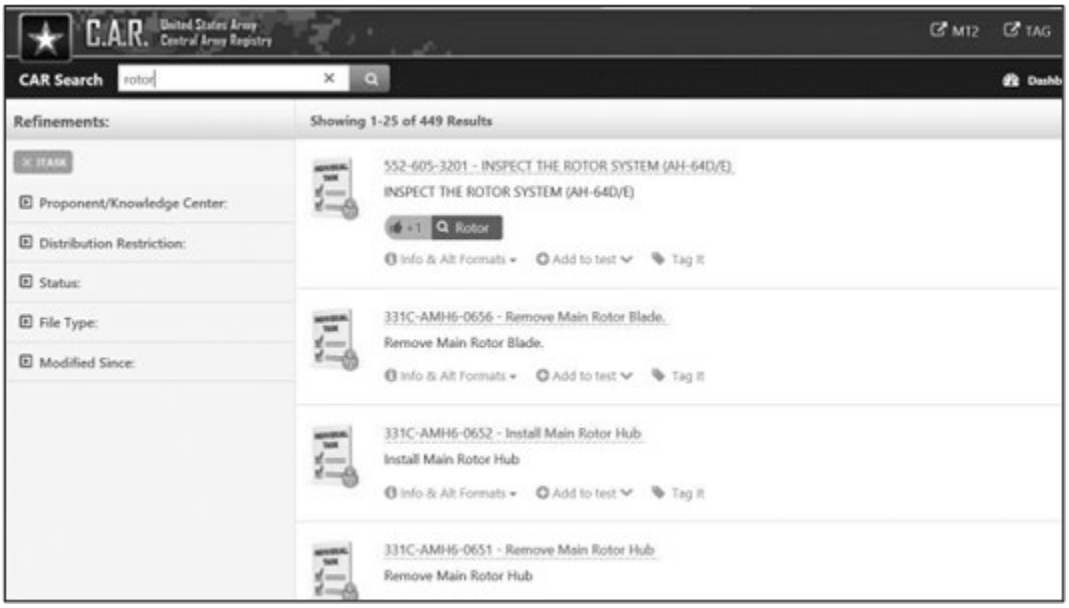

Figure A-4. Search for tasks related to rotors

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Appendix B

Self-Development Training

This appendix is designed to provide Soldiers and leaders with the self-development opportunities related to aviation maintenance. Soldiers strive to accomplish training related to their occupational specialty.

The following information does not reflect preferred treatment by the United States Army for any industry partner or contractor. The intent is to describe options available for training United States Army Soldiers.

CREDENTIALING PROGRAMS

B-1. Credentialing is the process of meeting certain professional and technical standards by earning official recognition in the form of certificates, licenses, and other official verification of competency accepted by civilian industry or federal, state, or local authorities. This program will not address academic degrees, though they too are a form of official credentialing.

B-2. There are thousands of different credentials available in the United States which are often categorized by type, aligned to various vocational fields, and further differentiated by level. In general, and for the purpose of this program, these credentials will be referred to as either a license or certificate.

B-3. Army Aviation Soldiers of the Active, Guard and Reserve components, excluding individual ready reserve (IRR), may be afforded the opportunity to obtain funding for coursework, credential examinations, renewals, maintenance fees, and other mandatory examination administrative fees; herein referred to as professional credentialing expenses. Payment of professional credentialing expenses will be authorized if the preponderance of the Soldier's current or any previously assigned duties are covered by the credential, the Soldier meets all eligibility criteria to include the credentialing vendor's certification requirements, and the desired credential has been identified as Aviation Branch funded. Soldiers may research the Army COOL or ACT websites and determine which credential the individual is eligible for, interested in, and well prepared to take the credentialing exam for.

B-4. The Army COOL helps Army service members find information on certifications and licenses related to their MOS to help close gaps between Army training and civilian certification and to find resources related to the training. Certification and licensure information obtained through the Army improves Soldier employment readiness. Army COOL provides Soldiers information on appropriate preparation materials and courses to clear a path to attaining civilian industry-recognized credentials associated with their MOSs. A credential shows that an individual meets the professional and technical standards of a specific job or career. Credentials may be required for a certain civilian job or can make it more likely that an individual is hired for a job. Civilian credentials help Soldiers turn military training into experience that civilian employers can easily recognize easing the transition back to civilian life.

B-5. The USAACE credentialing program encourages aviation Soldiers to capitalize on training and development opportunities so they can grow and develop as Soldiers. Army appropriated funds may pay for the fees associated with coursework, licensing and examinations leading to credentialing, licenses, and certifications. Appropriated funds may also pay for the maintenance of credentials, licenses, and certifications once obtained. More information can be found on the USAACE Credentialing webpage. Courses funded by the aviation branch include:

- Foreign Object Elimination
- FAA Airframe & Powerplant
- Federal Communications Commission General Radiotelephone Operator License (PG)
- Aircraft Electronics Technician (AET)
- AET-Radio Communication Systems
- Associate Electronics Technician (CET a)
- Avionics Electronics Technician (AVN)

- Certified Electronics Technician-Associate Level
- Electrical Power Testing-Level 1
- Electrical Power Testing-Level 2
- American Society for Nondestructive Testing (ASNT) Central Certification Program (ACCP) Level 2
  - Liquid Penetrant Testing (ACCP-PT)
  - Magnetic Particle Testing (ACCP-MT)
  - Ultrasonic Testing (ACCP-UT)
  - Visual and Optical Testing (ACCP-VT)
- Industrial Hydraulic Mechanic (IHM)
- Industrial Hydraulic Mechanic (IHT)
- Commercial Rotary Wing/Instrument Rating

B-6. All Soldiers should consult the Army COOL or ACT website to determine which credentials are approved based on each military occupational specialty.

B-7. The credentials approved for funding may change due to availability of funds. Step-by-step instructions for requesting funds can be obtained by emailing the USAACE credentialing program inbox at: usarmy.novosel.avncoe.mbx.atzq-td-credentialing@army.mil.

AWBS SOFTWARE TRAINING

B-8. The AWBS software training is sponsored through the JTDI website. The objective of AWBS software training is to provide the functions of the software, create, edit, and maintain aircraft records related to weight and balance. This is a training event that is provided via Microsoft teams and can be requested or scheduled through the AWBS Program office. If there is a need for AWBS software training, please send an email to: usarmy.redstone.devcom-avmc.list.awbs-support@army.mil.

Note. Ensure your email has "AWBS Training Request" in the subject line when sending email correspondence.

ARMY AERONAUTICAL OIL ANALYSIS MONITOR TRAINING

B-9. The Army Oil Analysis Program Monitors Training and Certification Course consists of 1 course and provides Soldiers, Civilians, and Contractors with training and certification to serve as unit, brigade, and division level AOAP Monitors. All personnel assigned as Army Oil Analysis Program monitors by their Commander are required to take this course. This training program satisfies requirements for Certification as an Army Oil Analysis Program Unit Monitor, which will require recertification every three (3) years. · The proponent course managers have made access accommodations under Rehabilitation Act, Section 508, by adding closed captioning, making certain elements of the project accessible to accessibility technology, and setting up a tabbing order for interactive objects. Some or all this course has been assessed as for official use only and will require the learner have a valid common access card and reader for completion. This training can be accomplished through the Army Learning Management System (ALMS). Refer to the ALMS site for other courses available that provide Soldiers and leaders with other self-development opportunities related to aviation maintenance.

CORPUS CHRISTI ARMY DEPOT TRAINING

B-10. The Aviation Maintenance Training Office provides technical training to the Corpus Christi Army Depot Workforce as well as Active, Reserve, and National Guard components. The training office currently provides 22 programs of instruction including: Airworthiness, Advance Depot Maintenance Work Requirement Course, AH-64D interactive electronic technical manual, AH-64E Familiarization, Basis Removal and Installation of Solid Rivets, Blueprint Reading Fundamentals, Blueprint Reading Intermediate, Condition Code Tags, Detergent and Oil Flow Test Stands, Direct Labor Initial Technical Training, Non-Destructive Testing Repetitions, Electrostatic Discharge Control, Flight Line Operations, Foreign Object Damage, Gear Inspection, Hand Tools and Torque Procedures, Hardware Safety Wire and Consumables,

Introduction to Precision Measurements, Introduction to Sheet Metal Familiarization, Lock Wire, Welding, and Solder Certification. The unit logistics assistance representative can provide Corpus Christi Army Depot contacts for Soldier training programs.

CORROSION MONITOR TRAINING

B-11. The United States Army Aviation and Missile Command (AMCOM) Corrosion Program Office pledges to educate, promote, and assist United States Army units and individual Soldiers in establishing and maintaining a successful corrosion program for their equipment according to the goals outlined in AR 750-59. The AMCOM corrosion program is sponsored through the JTDI website. To support this effort, the Corrosion Program Office provides corrosion training and analysis to ensure that managers and maintainers have access to the most current materials and processes available for corrosion prevention and control. On-site assistance visits are designed to reduce the maintenance burden on United States Army Warfighters by providing classroom and hands-on instruction. Utilizing presentation techniques aids to engage interest and motivate Soldiers to be involved in daily corrosion identification and repair. There are multiple sites that provide this training. Requests for training can be accomplished by filling out the on-site visit request on the JTDI AMCOM web page, AMCOM corrosion program website located under related links, United States Army Combat Capabilities Development Command Aviation and Missile SharePoint, or through the ALMS website.

DEFENSE ACQUISITION UNIVERSITY

B-12. The Defense Acquisition University (DAU) is a corporate university that was established by the Department of Defense. It is an educational activity that serves as a strategic tool in providing a global learning environment to develop qualified acquisition, requirements, and contingency professionals who deliver and sustain effective and affordable warfighting capabilities. A DAU course can be used by workforce members to earn professional development units or continuing professional education credits to count towards various industry re-certification requirements such as the International Council on Systems Engineering, Systems Engineering Professional or the International Information System Security Certification Consortium. DAU courses are offered online and resident and enrollment is required through Army Training Requirements and Resources systems. Refer to the DAU website for courses available which include course descriptions, prerequisites, and course application that Soldiers and leaders may apply to for self-development opportunities.

T700-701C ENGINE TRAINING

B-13. A military T700-series engine course provides academic and hands-on maintenance training. The course is specifically designed for unit and intermediate level maintenance personnel. The course covers United States Army 701C/D engine models. The course uses the T700 Flight Line Maintenance and Intermediate Maintenance Manuals for all work and inspections. The course includes engine familiarization, engine history, basic engine overview, engine systems, performance, maintainability, the removal and installation of engine system components and modules. The course schedule is published annually in the U.S. Army's Preventive Maintenance Magazine website. The costs for the one-week course are the standard temporary duty per diem and travel. There's no fee for the class itself and deploying service members are given preference. To apply for the engine course, contact the most current AMCOM point of contact on the website for a seat or to get on the standby list for available class dates.

LOGISTICS ASSISTANCE REPRESENTATIVE UNIVERSITY

B-14. Logistics Assistance Representative University Electronic courses for AH64, UH60M, CH47F, unmanned aircraft system electronics, re-currency training, and Soldier hybrid training can be provided through AMCOM. The unit logistics assistance representative can provide contact information.

SENIOR MAINTAINER COURSE

B-15. The senior maintainer course provides United States Army Aviation maintenance managers detailed technical knowledge to understand applied mechanical principles and practices. The course material is

specifically designed to demonstrate the relationships between different levels of aircraft and aerospace technical data and the corresponding levels of maintenance practices and procedures. The target audience is senior maintenance managers at the battalion level, SFC with 30-level technical inspector experience, and maintenance officers with production control and quality control experience. The quality control noncommissioned officers in charge and the battalion aviation maintenance officer attend this course. This is an 80-hours resident course and the unit incurs temporary duty costs. Attendance in this course can be scheduled through the course manager or the unit's logistics assistance representative.

TEST, MEASURMENT, AND DIAGNOSTIC EQUIPMENT TRAINING

B-16. TB 750-25 identifies the duties and responsibilities of the TMDE support coordinator in Chapter 3. AR 750-43 explains the calibration program and identifies the responsibility for units owning TMDE to appoint a TMDE support coordinator. Personnel can locate, enroll into this course, and complete it using the steps that are outlined in the TMDE Blackboard job aid. The purpose of this job aid is to provide the user with a step-by-step guide on how to locate the TMDE Support Coordinator Training course within Blackboard and how to self-enroll. For more information go to training section located in the United States Army TMDE Activity homepage.

FEDERAL COMMUNICATIONS COMMISSION GENERAL RADIOTELEPHONE OPERATOR LICENSING

B-17. The Federal Communications Commission PG is an intermediate-level technician license. A PG is required to adjust, maintain, or internally repair Federal Communications Commission licensed radiotelephone transmitters in the aviation, maritime, and international fixed public radio services. A PG is also required to operate any compulsory equipped ship radiotelephone station operating with more than 1500 watts of peak envelope power and voluntarily equipped ship and aeronautical (including aircraft) stations with more than 1000 watts of peak envelope power. Federal Communications Commission requires candidates to be a legal resident of the United States and be fluent in the English language. Candidates must pass a written, telegraphy or combination thereof examination. A PG is issued for the length of the holder's lifetime.

BASIC COMPOSITES CERTIFICATION

B-18. The CertTEC® subdivision of SpaceTEC® provides basic composites certification which is an entry-level credential designed for composite technicians. The exam tests the technician's skills and knowledge focused on composite history, fiber reinforcements, matrix systems, and processes related to basic composite fabrication, inspection, damage assessment and repair using methods common to the composite fabrication and repair industry. Applicants have different options to meet the eligibility requirements. Active duty or veteran military personnel whose rating or assignment is or was in the composites field meet the eligibility requirement for basic composite certification. Soldiers interested in the basic composite certification can go to the Army COOL site or email the USAACE credentialing program inbox for additional information.

ENVIRONMENTAL PROTECTION AGENCY CERTIFICATION

B-19. Environmental Protection Agency regulations Part 82, Title 40, Code of Federal Regulations under Section 608 of the Clean Air Act (Section 7671, Title 42, United States Code) require that technicians who maintain, service, repair, or dispose of equipment that could release ozone depleting refrigerants into the atmosphere must be certified. As of January 1, 2018, this requirement also applied to appliances containing most substitute refrigerants including hydrofluorocarbon which is comprised of hydrogen, fluorine, and carbon. Technicians must pass an Environmental Protection Agency-approved test to earn Section 608-Technician Certification. The tests are specific to the type of equipment the technician seeks to work on. Tests must be administered by an Environmental Protection Agency-approved certifying organization. Section 608-Technician Certification credentials do not expire. Core tests taken as an open book exam cannot be used to get your universal certification. The core test must be taken as a proctored exam to attain universal certification.

Appendix C

Civil Occupational Series Information

Soldiers and leaders information included throughout this training circular is not prescriptive or mandatory for Army Civilians but is recommended for integration into the AMTP. This appendix is included as a general guide to aid, assist, and provide resources for training opportunities.

GENERAL INFORMATION

C-1. CP-64-Aviation is the Army Aviation Civilian Personnel Proponent Office for Army aviation-related civilian occupational series. CP-64 is a relatively new and is still maturing. Many of the occupational series career maps managed by CP-64 remain under development for the foreseeable future.

C-2. Visit the ACT for civilian training and development opportunities and other important information listed for your job series.

CROSSWALK

C-3. Table C-1 is a general crosswalk for comparing Army aviation-maintenance MOSs in the scope of this training circular with civilian occupational series. The 8852 Aircraft Mechanic will be used for LUH-72 repairers that have Airframe and Powerplant licenses. The chart is not all inclusive of all CP-64 occupation series and some series position descriptions vary. The occupational series on the chart are shared series with other career program proponents. The chart is not prescriptive or restrictive in any way.

Table C-1. Civil to military series crosswalk

Civil Series	***Title***	***Military Series***	***Title***
1152	Production Control Series (Aircraft)	15K or 15L	Production Control
2185	Aircrew Technician Series	15T or 15U	Crew Chief/Flight Engineer
2604	Electronics Mechanic (Aircraft)	15N	Avionics Repairer
2610	Electronics Integrated Systems Mechanic	15Y	Armament/Electrical/Avionics System Repairer
2892	Aircraft Electrician	15F	Aircraft Electrician
3806	Sheet Metal Mechanic (Aircraft)	15G	Aircraft Structural Repairer
8268	Aircraft Pneudraulics Systems Mechanic	15H	Aircraft Pneudraulics Repairer
8602	Aircraft Engine Mechanic	15B	Aircraft Powerplant Repairer
8810	Aircraft Propeller Mechanic	15D	Aircraft Powertrain Repairer
8852	Aircraft Mechanic	15R/T/U	Repairer
8862	Aircraft Attending	15R/T/U	Crew Chief
1670	Equipment Specialist Series (Aircraft)		Off-Aircraft Component Repairer
1910	Quality Assurance Series (Aircraft)		Off-Aircraft Component Inspector

C-4. For the current list of CP-64 occupational series visit CP-64 on milSuite. If you have questions or comments, contact the CP-64 proponent at usarmy.novosel.avncoe.list.cp-64-aviation-proponency@army.mil

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Appendix D

Common Examples of Application

These example vignettes were designed to aid when integrating Soldiers under common circumstances. This information is included for technique only and is not prescriptive.

SCENARIO FOR A SOLDIER ARRIVING FROM AIT

D-1. In this scenario, PV2 Henderson arrives to Bravo Company, 96th Aviation Support Battalion. As a recent graduate of the Avionics Repairer AIT, SGT Jones is PV2 Henderson's repairer-ML2. SSG Brown is the master repairer- ML4. SSG Brown watches over this first counseling session because it is very important to set PV2 Henderson up for success.

D-2. SGT Jones conducts initial counseling including the AMTP and job performance expectations. Some key points included in the summary of counseling:

- Provide command group key points and other pertinent information.
- Provide and clarify PFC Henderson's sponsor.
- Provide a timeline for the standard duty day.
- Provide an AMTP designation (apprentice-ML0).
- Provide a description of what is expected for job performance.
- Provide what training is required for PFC Henderson to be successful.
- Provide how much time PFC Henderson has to complete training expectations.
- Provide how the team uses maintenance and training records to communicate and stay organized.

D-3. Included in the summary of counseling is a plan of action. In this scenario, SGT Jones builds a plan of action that includes the following:

- Read and understand command policy letters.
- Read and understand the MSOP.
- Study the subject area 1 tasks on the 15N10 ICTL and study the references listed in the tasks.
- Use the section's familiarization chart. After studying a technical publication related to one of the tasks, initial that publication on the familiarization chart.
- Look for opportunities to train on the tasks listed on 15N10 ICTL. If you can work hands-on, get the NCO in charge to initial that task on your task list.
- Ensure your maintenance man-hours are entered on a work order or against an aircraft fault.
- Know that your performance and training we will be assessed in 90 days. Part of that assessment will include an automatic report that will show how many man-hours you have completed during maintenance functions. Between now and then, do not hesitate to ask questions.

D-4. SGT Jones shows PFC Henderson his training record during the counseling. The ICTL is on the left side of the packet, the DA Form 7817 is centered, and the DA Form 4856 is on the right (see Figure 4-1 on page 23).

SCENARIO FOR ADVANCING AN APPRENTICE-ML0 TO JOURNEYMAN-ML1

D-5. In this scenario, PFC Whillie is an apprentice-ML0 and a 15R10. She has completed all the training her repairer-ML2 assigned during the last 90 days. Recently, she was evaluated while conducting a repair and performed well.

D-6. SSG Gary is PFC Whillie's master repairer-ML4. In the company training meeting, SSG Gary talks with the first sergeant, company commander, and other platoon leadership about designating PFC Whillie as a journeyman-ML1. With the leaders in agreement, SSG Gary conducts performance-oriented counseling.

D-7. The key points included in SSG Gary's summary of counseling are-

- Performed your duties and responsibilities in an excellent manner the last three months.

- Achieved all the action items from your last counseling and passed a no-notice evaluation.
- Assigned as a journeyman-ML1, and you will work on the next phase scheduled for aircraft #368.
- Prepare for your assigned tasks related to the phase inspection, train on the following tasks:
  - 552-704-1206.
  - 552-704-1210.
  - 552-704-1212.
  - 552-706-1206.
- Report to SGT Long for the duration of the phase maintenance.

D-8. A good plan of action in the summary of counseling includes important details. The bullets below describe SSG Gary's plan for PFC Whillie:

- Read phase inspection requirements for aircraft areas 5 thru 8.
- Work with SPC Weaver to create a list of tools and a list of parts for your areas.
- Pass the diagnostic physical training test on 5 October.
- Attend the hangar hoist training on 9 October.
- Complete the aircraft notebook phase team training 15-19 October.
- Check and update your training record after the phase is complete.

SCENARIO FOR ADVANCING A JOURNEYMAN-ML1 TO A REPAIRER-ML2

D-9. In this scenario, SPC Hernandez is a journeyman-ML1. He performed well on his last annual evaluation and has experience as the TMDE representative for his section. He has completed all the training necessary to be a repairer-ML2. SSG Westbrook is SPC Hernandez' master repairer-ML4. She discusses SPC Hernandez' advancement at the company training meeting and most of the leaders agree to increase SPC Hernandez' level of responsibility.

D-10. SSG Westbrook expects SPC Hernandez to advance to repairer-ML2 during the next 90 days. She conducts performance-oriented counseling to ensure all expectations are clearly understood. The key points in the summary are-

- You will need exceptional performance while conducting maintenance related duties in the last three months.
- The company first sergeant and commander agree, we want to advance you to repairer-ML2.
- You have met all the requirements in the AMTP except for demonstrating the ability to train an apprentice-ML0.
- You are going to lead the scheduled maintenance on aircraft number 964. You need to demonstrate your ability to train PV2 Generic to conduct part of the inspections.

D-11. SSG Westbrook works with SPC Hernandez to ensure success. SSG Westbrook built this plan of action for the summary of counseling:

- First week. You will read the Warrior Leader Skill Level 2 tasks, subject area 29. Upon completion, meet to discuss what was learned and how to apply it to aircraft maintenance.
- Second week. You will read subject area 22. Upon completion, meet to discuss what was learned and how to apply it.
- Third week. I will observe you leading the scheduled maintenance event and training PV2 Generic. The maintenance will also be evaluated by an unbiased technical inspector from a different section. If all goes well, you will become a repairer-ML-2.

SCENARIO FOR A MASTER REPAIRER-ML4 ARRIVING IN A UNIT AFTER A TOUR ON RECRUITING DUTY

D-12. Being designated as a master repairer-ML4 implies significant increased responsibility. These NCOs are transitioning to career-oriented NCOs. We expect them to stay in service and carry the weight of the force. This is a challenging transition. It is even more challenging when the NCO is returning from a broadening opportunity.

D-13. SSG White is returning from a three-year tour as a recruiter and is being assigned to the UH-60 repair section in an aviation maintenance company. SSG White's section has 26 Soldiers assigned.

D-14. SSG White will receive a Commanders Evaluation (integration) to determine her ML. AMTP is proficiency based and should not be confused with rank or duty position. SSG White will conduct retraining to regain lost proficiency. During and after a counseling session with SFC Green, her AMTP manager, and the company first sergeant, she prepares DA Form 2166-9-1A (*NCO Evaluation Report Support Form*) (See AR 623-3). This form clearly communicates performance expectations between the NCOs. Her performance goals and expectations are-

- Develop a positive work atmosphere with zero SHARP or EO violations.
- Regain, and demonstrate technical proficiency in performing 10, 20, and 30 level tasks.
- Prepare the UH-60 repair section and complete four PMI 1 or PMI 2 inspections.
- With team, log more than 4,000 hours of repair work on unscheduled maintenance.
- Maintain a work efficiency rating above 75-percent for the repair section.
- Advance at least five journeyman-ML1 to repaier-ML2 using the AMTP.
- Advance at least two repairer-ML2 to senior repairer-ML3 using the AMTP.
- Train twenty Soldiers and NCOs to conduct downed aircraft recovery operations.
- Increase the average physical training score for the section.

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Glossary

The glossary lists acronyms and terms with Army or joint definitions. Where Army and joint definitions differ, (Army) precedes the definition. The Army proponent publication for other terms is listed in parentheses after the definition.

SECTION I – ACRONYMS AND ABBREVIATIONS

ACT	Army Career Tracker
ADP	Army doctrine publication
AE	Aviation Maintenance Training Program Evaluator
AIT	Advance Individual Training
ALMS	Army Learning Management System
AMCOM	Army Aviation and Missile Life Cycle Management Command
AMTP	Aviation Maintenance Training Program
AR	Army regulation
ATN	Army Training Network
ATP	Army techniques publication
AWBS	Automated Weight & Balance System
CAR	Central Army Registry
CG	commanding general
COMPO	component
COOL	Credentialing Opportunities On-Line
CP	Career Program
DA	Department of the Army
DA Pam	Department of the Army pamphlet
DAU	Defense Acquisition University
DES	Directorate of Evaluation and Standardization
DOTD	Directorate of Training and Doctrine
DTMS	Digital Training Management System
FM	field manual
JTDI	Joint Technical Data Integration
METL	mission-essential task list
ML	maintenance level
MOS	military occupational specialty
MSOP	maintenance standard operating procedure
NCO	noncommissioned officer
PFC	private first class
PG	General Radiotelephone Operator License
PV2	private E-2

SAAO	State Army Aviation Officer
SGT	sergeant
SOP	standard operating procedure
SPC	specialist
SSG	staff sergeant
TB	Technical bulletin
TC	training circular
TMDE	test, measurement, and diagnostic equipment
USAACE	United States Army Aviation Center of Excellence

SECTION II – TERMS

None.

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These documents must be available to the intended users of this publication.

DOD Dictionary of Military and Associated Terms. January 2024.

FM 1-02.1. *Operational Terms*. 09 March 2021

RELATED PUBLICATIONS

These documents contain relevant supplemental information.

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United States Army Combat Capabilities Development Command Aviation and Missile Center Aviation Corrosion: https://armyeitaas.sharepoint-mil.us/teams/DEVCOMAvMCAviationCorrosion

ACT: https://actnow.army.mil/

Army COOL: https://www.cool.osd.mil/army/index.html

ALMS: https://www.lms.army.mil

Career Program 64 milSuite: https://www.milsuite.mil/book/groups/career-program-64-cp-64-aviation

Central Army Registry: https://atiam.train.army.mil/catalog/dashboard

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Program Executive Officer for Simulation, Training and Instrumentation https://www.peostri.army.mil/

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Unless otherwise indicated, DA forms are available on the Army Publishing Directorate website at https://armypubs.army.mil.

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03 April 2024

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