

Training and Evaluation Outline Report

Task Number: 01-2-8064

Task Title: Coordinate Airframe Repair Platoon Aircraft Maintenance Actions

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	ADRP 4-0	SUSTAINMENT	Yes	No
	AR 750-1	Army Materiel Maintenance Policy.	Yes	No
	AR 750-43	Army Test, Measurement, and Diagnostic Equipment	Yes	No
	PAM 738-751	FUNCTIONAL USER'S MANUAL FOR THE ARMY MAINTENANCE MANAGEMENT SYSTEM-AVIATION (TAMMS-A)	Yes	No
	TC 3-04.7	Army Aviation Maintenance	Yes	Yes
	TM 1-1500-328-23	AERONAUTICAL EQUIPMENT MAINTENANCE MANAGEMENT POLICIES AND PROCEDURES (REPRINTED W/BASIC INCL C1)	Yes	No

Condition: Aviation Elements are conducting assigned missions in a simulated-live, virtual, or constructive-combat environment. The aviation maintenance company/troop (AMC/T) receives mission requirements and commander's guidance directing the Airframe Repair Platoon (ARP) to coordinate airframe repairs with the production control (PC) section, required technical inspections with Quality Control (QC), and logistics actions with the technical supply. The AMC/T's sections are operational and digital systems are functional. Maintenance reports are being received through normal channels. The Unit Level Logistics System - Aviation (Enhanced) (ULLS-AE) or manual procedures may be used to process maintenance work requests, coordinate quality assurance of maintenance procedures performed on supported aircraft; and aircraft repair parts requests. Some iterations of this task should be performed in MOPP.

Standard: The aviation maintenance company/troop (AMC/T) Airframe Repair Platoon (ARP) coordinates airframe repairs and component replacement with the production control (PC) section, required technical inspections with Quality Control (QC), and logistics actions with the technical supply in accordance with (IAW) applicable publications, technical manuals (TMs) and the commanders guidance. ARP maintenance personnel completes all maintenance actions assigned by PC, coordinates technical inspections with the quality control section for completed maintenance actions, and processes aircraft repair parts requests for supported aviation elements with technical supply. These sustainment actions are performed IAW applicable technical publications and the unit maintenance SOP.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER
None.

WARNING

None.

CAUTION

None.

Remarks: None

Notes: None

TASK STEPS

1. The aviation maintenance officer or non-commissioned officer in charge (NCOIC) coordinates airframe repair platoon (ARP) aircraft maintenance actions and procedures in support of aircraft assets.

Note: Note: Unmanned Aircraft Systems (UAS) companies do not have dedicated airframe repair platoons.

- a. Coordinates ARP maintenance support for all maintenance work requests based on assigned priority.
- b. Validates maintenance work requests received from the production control section.
- c. Ensures all airframe component replacements and maintenance actions are conducted in accordance with (IAW) applicable maintenance technical publications.
- d. Monitors work progress of all maintenance actions for timely completion in support of the unit's operational readiness rates.
- e. Coordinates with the quality control section for quality assurance of all completed maintenance actions and airframe component replacement.
- f. Notifies production control section of all completed maintenance work requests.
- g. Coordinates maintenance operational checks (MOCs) and maintenance test flights (MTFs), if required, with production control personnel for all completed maintenance actions and airframe component replacement.
- h. Ensures all high-priority aircraft repair parts requests are submitted by airframe repair section personnel and processed by the technical supply section promptly.
- i. Tracks all high-priority aircraft repair parts requests by supply and shipping statuses
- j. Ensures adequate balances of prescribed load list (PLL) repair parts and bench stock are on-hand or on-order.
- k. Reviews and updates annex of unit's maintenance standing operating procedures (SOP).
- l. Enforces the airframe repair platoon safety program and procedures.

* 2. The airframe repair platoon NCOIC and section sergeants supervise aircraft systems and subsystems troubleshooting and component replacement, control workflow, and coordinate maintenance actions and inspections.

Note: Note: Unmanned Aircraft System (UAS) companies do not have dedicated airframe repair platoons; however, UAS companies are assigned aircraft systems repair personnel.

- a. Keep a current maintenance work request register of assigned maintenance work orders.
- b. Prioritize internal distribution of all assigned maintenance work requests.
- c. Establish/maintain a current technical maintenance publications library and familiarization chart.
- d. Enforce currency and usage of all applicable technical maintenance publications.
- e. Supervise aircraft system and subsystem troubleshooting procedures.
- f. Supervise replacement of unserviceable aircraft's components.
- g. Coordinate technical inspections with quality control section for quality assurance of all completed maintenance work requests.

h. Provide technical assistance during MOCs and MTFs), when required.

i. Supervise the aviation ground support equipment (AGSE) maintenance program and ensure AGSE services, forms, and records are current IAW applicable technical publications and the unit's maintenance SOP.

j. Notify the aviation maintenance officer and/or the production control section of aircraft status for all completed aircraft component replacements and aircraft maintenance and services performed.

k. Conduct periodic and cyclic inventories and update applicable inventory forms and records for all assigned tool kits, boxes, sets, and test equipment.

l. Conduct tool box inventories at the completion of major maintenance procedures performed by assigned airframe repair section personnel.

m. Conduct periodic inventories of bench stock items and keep inventory forms and records current.

n. Review and update internal airframe repair platoon maintenance procedures SOP.

o. Comply with all airframe repair platoon's safety procedures and guidelines.

3. The airframe repair platoon personnel perform field maintenance, aircraft systems and subsystems troubleshooting, and component replacement and coordinate required aircraft systems and subsystem technical inspections with the airframe repair platoon NCOIC.

Note: Note: Unmanned Aircraft System (UAS) companies do not have dedicated airframe repair platoons; however, UAS companies are assigned aircraft systems repair personnel.

a. Assist the airframe repair platoon NCOIC in diagnosing maintenance faults on unserviceable aircraft systems, subsystems, and related components through established and acceptable troubleshooting procedures.

b. Initial maintenance technical publications library familiarization chart.

c. Perform aircraft system and/or subsystem repairs and services IAW applicable technical manuals, electronic technical manuals, and/or interactive electronic technical manuals.

d. Assist the maintenance test pilot, maintenance officer, and crew chiefs during MOCs and MTFs, when required.

e. Conduct periodic AGSE maintenance services and keeps AGSE forms and records current IAW applicable technical publications and the unit's maintenance SOP.

f. Inventory assigned tool box at the completion of major maintenance procedures and inventory assigned tool box on an established cycle IAW the unit's maintenance SOP and applicable regulations.

g. Close out assigned maintenance work requests and notify the airframe repair platoon section NCOIC of the aircraft status for all completed aircraft services and repairs.

h. Comply with all shop safety procedures and guidelines.

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

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The aviation maintenance officer or non-commissioned officer in charge (NCOIC) coordinated airframe repair platoon (ARP) aircraft maintenance actions and procedures in support of aircraft assets.			
2. The airframe repair platoon NCOIC and section sergeants supervised aircraft systems and subsystems troubleshooting and component replacement, controlled workflow, and coordinated maintenance actions and inspections.			
3. The airframe repair platoon personnel performed field maintenance, aircraft systems and subsystems troubleshooting, and component replacement and coordinated required aircraft systems and subsystem technical inspections with the airframe repair platoon NCOIC.			
4. Commander/leader performed or delegated performance of the steps in the composite risk management process for each step in troop leading procedures.			

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

ITERATION: 1 2 3 4 5 M

COMMANDER/LEADER ASSESSMENT: T P U

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-2-0338	Conduct Helicopter Maintenance	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8063	Coordinate Component Repair Platoon Maintenance Actions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	43-2-4392	Maintain Records and Publications	43 - Maintenance (except missile) (Collective)	Approved

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-2-8058	Coordinate Production Control and Aviation Maintenance Functions	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8059	Coordinate Production Control Procedures and Priorities of Aviation Assets	01 - Aviation/Aviation Logistics (Collective)	Obsolete
	01-2-8061	Coordinate Quality Control Actions in Support of Aviation Maintenance Programs	01 - Aviation/Aviation Logistics (Collective)	Obsolete

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-412-0070	Apply Universal Troubleshooting Techniques for Problem Solving	011 - Aviation (Individual)	Approved
	011-412-0071	Perform the Duties of a Production Control Officer	011 - Aviation (Individual)	Approved
	011-412-0074	Manage Maintenance Operations in an Aviation Maintenance Company (AMC)	011 - Aviation (Individual)	Approved
	011-412-0080	Implement Maintenance Contracting Support Procedures	011 - Aviation (Individual)	Approved
	011-510-0502	Plan Company-Level Maintenance	011 - Aviation (Individual)	Approved
	011-510-1300	Supervise Aviation Maintenance Operations	011 - Aviation (Individual)	Approved
	011-540-0019	Supervise scheduling of Aircraft Maintenance.	011 - Aviation (Individual)	Approved
	011-540-0020	Supervise Aircraft Component Replacement	011 - Aviation (Individual)	Approved
	011-540-0021	Supervise Aircraft Unscheduled Maintenance	011 - Aviation (Individual)	Approved
	011-540-0029	Supervise the Preparation of Maintenance Forms and Records	011 - Aviation (Individual)	Approved
	052-192-1271	Identify Visual Indicators of an Improvised Explosive Device (IED) (UNCLASSIFIED//FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3261	React to an Improvised Explosive Device (IED) Attack (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3262	Prepare for an Improvised Explosive Device (IED) Threat Prior to Movement (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-703-9113	Plan for the Integration of C-IED Assets in a COIN Environment	052 - Engineer (Individual)	Approved
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved

Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
	01-163/A	OH-58D Combined Armament/Avionics/Electrical Trainer (CAAET)	DVC	1
	01-125/A	CH-47 Helicopter Avionics Maintenance Trainer (Classroom)	DVC	1
	01-107B	UH-60 Black Hawk Electrical Trainer-M (BHET-M)	SIM	1

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

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

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

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

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

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

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

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

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