

Training and Evaluation Outline Report

Task Number: 01-2-8062

Task Title: Perform Aircraft Technical Inspections

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	AR 702-18	MATERIEL QUALITY STORAGE STANDARDS POLICY FOR SHELF-LIFE MATERIEL	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) has received mission requirements and commander's guidance directing quality control (QC) personnel to perform aircraft technical inspections. The unit's digital systems are functional. Maintenance management reports are being received through normal and/or secured channels. Production Control (PC) coordinates aircraft technical inspections with QC for all completed maintenance requests. The Unit Level Logistics System - Aviation-Enhanced (ULLS-AE) or manual procedures may be used to process completed aircraft technical inspections. Some iterations of this task should be performed in MOPP.

Standard: The aviation maintenance company/troop (AMC/T) quality control (QC) personnel perform aircraft technical inspections in accordance with (IAW) applicable publications, technical manuals (TMs) and the commander's guidance. Technical inspectors assigned to the quality control section perform quality assurance on all completed maintenance work of aircraft's systems and subsystems. Aircraft forms and records to include historical records, when applicable, are inspected for accuracy and completeness. The production control section is notified of completed technical inspections. Technical inspectors are available to assist the maintenance officer during maintenance operational checks (MOC) and maintenance test flights (MTF).

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

None.

WARNING

None.

CAUTION

None.

Remarks: None

Notes: None

TASK STEPS

1. Aircraft maintenance technician/quality control non-commissioned officer in charge (NCOIC) coordinates technical inspections and maintenance assistance by assigned quality control personnel.

a. Coordinates quality control section's workflow and technical inspections with production control.

b. Coordinates aircraft technical inspections for completed maintenance actions.

c. Coordinates technical assistance to supported aviation units/platoons/sections.

d. Coordinates technical assistance, when requested, for scheduled maintenance test flights (MTFs) and maintenance operational checks (MOCs).

2. Quality control's technical inspectors perform aircraft maintenance technical inspections.

a. Use prescribed maintenance technical publications when performing technical inspections of Army aircraft and associated equipment.

b. Inspect aircraft and equipment logbooks for completeness and accuracy in accordance with (IAW) applicable regulations and publications.

c. Conducts a foreign object damage (FOD) inspection around work area where maintenance actions were performed.

d. Performs required technical inspections of aircraft systems, subsystems, and components.

e. Technical inspectors enter both initials and signature, or initials and assigned stamp, in corresponding forms and records at the completion of their final inspection.

3. Quality control's technical inspectors perform technical reference libraries inspections.

a. Assist platoons and sections and establish and/or maintain a maintenance technical publications reference library.

b. Monitor posting of mandated changes to maintenance technical publications.

c. Conduct quarterly inspections of maintenance technical publication reference libraries for completeness and currency IAW the unit's maintenance SOP and applicable regulations and publications.

d. Assist maintenance personnel and prepare and submit recommendations for changes to maintenance technical publications.

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

(Asterisks indicates a leader performance step.)

Step Number	Task Number	Title	Proponent	Status
	011-412-0069	Perform the Duties of a Company Aviation Maintenance Officer.	011 - Aviation (Individual)	Approved
	011-412-0074	Manage Maintenance Operations in an Aviation Maintenance Company (AMC)	011 - Aviation (Individual)	Approved
	011-412-0075	Manage Maintenance Operations in an Aviation Support Company (ASC)	011 - Aviation (Individual)	Approved
	011-510-1300	Supervise Aviation Maintenance Operations	011 - Aviation (Individual)	Approved
	011-540-0004	Supervise the Use of Aviation Maintenance Publications	011 - Aviation (Individual)	Approved
	011-540-0020	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
	01-125/A	CH-47 Helicopter Avionics Maintenance Trainer (Classroom)	DVC	1
	01-117/1	UH-60 Black Hawk Electrical Systems Trainer (Individual)	DVC	1
	01-191	AH-64 Armament Electrical Trainer A7	DVC	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 maintenance 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.