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Aviation Maintenance Training Program

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Preface

Training Circular (TC) 3-04.71 provides guidance concerning aviation maintainer training and responsibilities from the aviation brigade to the platoon level.

This publication is written for aviation commanders, maintenance leaders, officers, noncommissioned officers (NCOs), and technicians. Trainers and educators throughout the Army will also use this publication.

Commanders, staffs, and subordinates ensure that their decisions and actions comply with applicable United States, international, and in some cases host-nation laws and regulations. Commanders at all levels ensure that their Soldiers operate according to the law of war and the rules of engagement. (See FM 27-10.)

This publication uses joint terms where applicable. Selected joint and Army terms and definitions appear in both the glossary and the text.

This publication 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 Department of Training and Doctrine. 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 Rucker, AL 36362-5263. Or email to DOTD at usarmy.rucker.avncoe.mbx.doctrine-branch@mail.mil.
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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 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 (ADRP 7-0) and the unit training management process on the Army Training Network (ATN) ensures commanders are able to effectively plan, prepare, execute and assess unit training plans to build combat readiness. At battalion 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 impacts the ability to develop and execute realistic training.

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. Today’s technically complex aircraft demand equally 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. Higher operational readiness rates are a direct result of effective maintenance and logistics management by all aviation commanders, maintenance officers, NCOs, and Department of the Army civilians (DACs).

Maintenance is critical for all aircraft weapon 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 (TMs) and references when conducting maintenance on their assigned aircraft.

Commanders and leaders must balance mission requirements while continuously assessing a unit’s maintenance posture. The critical links between training, maintenance, and readiness cannot be emphasized enough. This TC serves as the primary reference for effectively training aviation maintainers. It is intended to complement TC 3-04.11 and does not relieve or reduce any requirements of the Commander’s Aviation Training and Standardization Program.

The Aviation Maintenance Training Program (AMTP) will be phased in starting fiscal year 2018 (FY18). In phase I, commanders and maintenance leaders should implement training compliant with chapter two and appendix A of this publication across their organizations. In phase II, quality control sections should begin evaluating their technical inspectors to prepare them to evaluate individual maintainers and small unit leaders compliant with chapter three of this publication. Leaders should also be recording individual training per chapter four (FY20). Phase III will be full program implementation and the AMTP will be a program of record (FY21). Prior to phase III commanders should not remove Soldiers or NCOs from specific positions based on this publication. However, after phase II, new Soldiers and NCOs should not be assigned a duty listed in paragraphs 2-27 through 2-33 until the Soldier or NCO meets the requirements for that duty. During phase III the AMTP will become an inspectable program.
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Chapter 1
Duties and Responsibilities

This chapter provides the intent of the AMTP and outlines the responsibilities of personnel involved in the progression training process.

GENERAL

Building and sustaining combat readiness is both a science and an 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. (PB 1-16-1, Aviation Digest, MG Lundy, March 2016)

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 required skills necessary to successfully complete comprehensive maintenance requirements. It provides unit leadership with reasonable assurance of the level of training of maintainers, 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 and training records.

1-3. This program is not intended to limit the commander’s ability to execute maintenance actions in any way. Maintainers should always perform maintenance actions with appropriate supervision.

1-4. **Maintainers** are any Soldier or DAC technician with a military occupational specialty (MOS) or specialty listed in the scope of this training circular in this chapter.

SCOPE

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

- 15B-Aircraft Power plant Repairer.
- 15D-Aircraft Powertrain Repairer.
- 15E-Unmanned Aircraft Systems Repairer.
- 15F-Aircraft Electrician.
- 15G-Aircraft Structural Repairer.
● 15H-Aircraft Pneudraulics Repairer.
● 15N-Avionic Mechanic.
● 15R-AH-64 Attack Helicopter Repairer.
● 15T-UH-60 Utility Helicopter Repairer.
● 15U-CH-47 Cargo Helicopter Repairer.
● 15Y-AH-64D Armament/Electrical/Avionic Systems Repairer.
● 1825 – Aviation Safety Series.
● 2606 - Electronic Industrial Controls Mechanic.
● 2892 - Aircraft Electrician.
● 2854 - Electrical Equipment Repairing.
● 3806 - Sheet Metal Mechanic.
● 3819 - Airframe Jig Fitting.
● 3869 - Metal Forming Machine Operating.
● 3872 - Metal Tube Making, Installing, and Repairing.
● 4818 - Aircraft Survival Flight Equipment Repairing.
● 5378 - Powered Support Systems Mechanic.
● 5485 - Aircraft Weight and Balance Operating.
● 6652 - Aircraft Ordnance Systems Mechanic.
● 8268 - Aircraft Pneudraulic Systems Mechanic.
● 8602 - Aircraft Engine Mechanic.
● 8810 - Aircraft Propeller Mechanic.
● 8840 - Aircraft Mechanical Parts Repairing.
● 8852 - Aircraft Mechanic.
● 8862 - Aircraft Attending.
● 8882 - Airframe Test Operating.

RESPONSIBILITES

1-6. 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 should also emphasize the use of ATN to access Army center of excellence network hosted products to further develop MOS-based skills.

1-7. Each NCO and officer must be capable of performing every 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.)

BRIGADE

1-8. Brigade Commander—
  ● Provides training guidance, set training objectives, sub-allocate resources, and reduce training distractors unit turbulence.
  ● Evaluates each battalion’s AMTP.

1-9. Brigade Aviation Maintenance Officer—
  ● Assists the brigade commander in evaluating each battalion’s AMTP.

1-10. Brigade Command Sergeant Major—
  ● Assists command sergeant majors with resources and personnel to train maintenance actions across the brigade.
BATTALION

1-11. Battalion commanders or facility commander—
   ● Develops, coordinates, implements, supervises, and evaluates performance-oriented training programs.
   ● Establishes and enforces the AMTP.
   ● Approves unit specific individual task training.
   ● Prioritizes and allocates resources and training guidance.
   ● Chairs the monthly standardization meeting.

1-12. Battalion Aviation Maintenance Officers (AMO) or facility AMO—
   ● Standardizes all aviation maintenance training, evaluations, and record keeping for all assigned maintenance personnel.
   ● Trains and evaluates all maintenance officers within the battalion.
   ● Provides technical advice and expertise to the commander on all AMTP related subjects.
   ● Integrates the 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 individual critical task list (ICTL) and on locally created training requirements related to aviation maintenance.
   ● Researches, staffs, and prepares authoritative responses to AMTP related correspondence.
   ● Attends the monthly standardization meeting.

1-13. Battalion Command Sergeant Major—
   ● Coordinates with First Sergeants to assign maintainers to appropriate organization based on AMTP individual records review.
   ● Cross-levels experience within the battalion.
   ● Assists with integration of the 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.

1-14. Production control (PC) officer in charge or NCO—
   ● Chairs the PC meeting.
   ● Assists platoon sergeants, ensuring that aircraft repairs and back shops work become formal training or evaluation events.
   ● Coordinates with the aviation support battalion when organic trainers and evaluators are not available.

1-15. Quality Control (QC) officer in charge or NCO—
   ● Exemplifies the standards for conducting maintenance.
   ● Attends the PC meeting.
   ● Assists the platoon sergeant by providing trainers when they do not have other qualified trainers available.

1-16. Technical Inspector (TI) or DAC TI—
   ● Acts as standard bearer for the organization.
   ● Is designated by the battalion commander on orders. (See DA PAM 738-751.)
   ● Serves as the most proficient maintenance technicians in the battalion.
   ● As seasoned maintainers, conducts training for any tasks in which they are proficient.
   ● In ICTL30 positions, conducts evaluations on ICTL10-30 tasks.
   ● In ICTL20 positions, conducts evaluations on ICTL10-20 tasks.
   ● If a limited TI, only trains or evaluates limited tasks.

COMPANY

1-17. Company Commander—
Assists the training managers in developing training plans, and prepares and executes the training program.

Initiates and maintains a maintenance personnel training program that addresses MOS sustainment and continuation training requirements by skill-level.

Ensures the AMTP is nested within company training program at company training meetings.

Uses Digital Training Management System (DTMS) reports and statuses to grade individual and unit readiness.

Attends the monthly standardization meeting.

1-18. Maintenance Officer—

Is designated by the commander on orders. (See DA PAM 738-751.)

Serves as senior aviation maintainers responsible for standardization of all maintenance training and evaluations according to this publication and applicable Army regulations.

Standardizes aviation maintenance training, evaluations, and records.

Provides technical advice and expertise to the company commander on all AMTP related subjects.

Minimizes conflicts between maintenance events and scheduled training.

Assists the commander in integrating the AMTP and the commander's training program to support the unit’s METL by reviewing and advising the company commander on each ICTL and on locally created training requirements related to aviation maintenance.

Attends the company training meeting.

1-19. First Sergeant—

Is key to integrating the company training plan with the battalion’s training plan.

Integrates individual Soldier training into the company’s training plan.

Ensures that maintainers have the correct training and evaluations before being assigned to a position of higher technical responsibility.

Has Platoon Manager role in DTMS.

PLATOON

1-20. Platoon Leader—

Identifies training resources and ensures training is meaningful and according to the AMTP.

Identifies strengths and weaknesses of the training program and reports to the commander, providing recommendations for improvement.

Understands the AMTP and the commander's training program intent, to include the unit's METL.

Has Platoon Leader access to DTMS.

Attends the company training meeting.

1-21. Platoon Sergeant—

As the master maintainer, coordinates, schedules, develops, and prioritizes all training events.

Recommends to the commander Soldiers best able to serve in leadership positions.

Monitors overall performance of maintenance teams, ensuring adherence to applicable standards.

Outlines priorities for training and provides guidance for the Section Sergeants.

Understands the AMTP and the commander's training program intent, to include the unit's METL, and supervises the training program.

Trains maintainers conducting ICTL10-30 tasks.

Identifies and recommends additional maintenance trainers/evaluators when warranted.

Coordinates actual maintenance requirements to conduct hands-on training and evaluations when possible.

Has Platoon Manager access to DTMS and ensures records are properly maintained.

Attends the company training meeting.

Attends the PC meeting.
1-22. Section Sergeant or DAC Section Leader (Aircraft Mechanic Supervisor)—
   ● As seasoned maintainers, supervises, trains, coaches, and mentors ICTL10-30 maintainers.
   ● Understands this program and the commander's training program intent, to include the unit’s METL, and administers the training program.
   ● Monitors the status of the section’s maintenance training, its capabilities, and the proficiency level of individual maintainers.
   ● Administers and records maintenance training according to this publication.
   ● Keeps the commander, maintenance officer, and platoon sergeant advised on individual maintainer proficiency and recommends maintainer progression.
   ● Attends the daily production control meeting.
   ● Coordinates actual maintenance requirements to conduct hands-on training and evaluations when possible.
   ● Attends the PC meeting.

1-23. Squad Leader—
   ● Supervises, trains, coaches, and mentors maintainers in ICTL10-20 tasks.
   ● Evaluates maintainers conducting ICTL10 tasks if designated in writing.
   ● Continuously reviews and refines training techniques and procedures and contents of the AMTP, and makes recommendations to the section sergeant or platoon sergeant for changes.
   ● Monitors the status and advises the section sergeant of the squad’s maintenance training, its capabilities, and the proficiency level of the individual maintainers.
   ● Administers and records maintenance training on appropriate publications, and ensures accurate record keeping of individual maintainer training.

1-24. Team Leader or DAC Seasoned Maintainer—
   ● Supervises, trains, coaches, and mentors maintainers on ICTL10 tasks.
   ● Performs all maintenance and non-maintenance tasks that pertain to their section with high levels of proficiency, without supervision or direct guidance.

1-25. Specialist—
   ● Conducts maintenance under the limited supervision of a Team Leader.
   ● Seeks guidance and advises the appropriate personnel of their specific training needs in regard to ICTL status.
   ● Uses Army Knowledge Online and “My Training” to review assigned ICTL.

1-26. An apprentice is the junior most maintainer that is qualified in a military specialty, typically a private or a private-first-class. Soldiers reclassifying into an aviation maintenance MOS may also be considered an apprentice. Apprentice or DAC Apprentice—
   ● Conducts training and maintenance under direct supervision.
   ● Seeks guidance and advises appropriate personnel when specific assigned tasks are beyond their ability.
   ● Is familiar with their ICTL.

PROGRAM MANAGEMENT

1-27. The QC section serves as the unit’s core for maintenance standardization and for standardization in the AMTP. The QC section will—
   ● Maintain a current ICTL and task details for each MOS as necessary.
   ● Maintain the battalion commander’s designated tasks list for evaluations.
   ● Maintain a familiarization chart and technical publications that support all tasks necessary to the unit METL.
1-28. A familiarization chart is a record of publications that are required to be used as a reference while conducting maintenance actions; the chart helps the Soldier remain current when changes occur to technical data or policy.

1-29. When the program is managed by the Army aviation support facility, the aviation support facility, or the theater aviation sustainment maintenance group the QC section will—

- Maintain a current ICTL and task details for each federal wage system job grading standard as necessary.
- Maintain the facility commander’s designated tasks list for evaluations.
- Maintain a familiarization chart and technical publications that support all tasks necessary to the unit METL.

1-30. The PC section is instrumental in organizing maintenance to support training and in organizing training to support maintenance. The PC NCO, platoon sergeants, and section sergeants 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 will create an unmanageable workload for the unit.

1-31. The Aviation Support Battalion should assist each battalion within the brigade by conducting unbiased third-party evaluations as requested by the commander. The Aviation Support Battalion may also assist with training. Aviation Support Battalion personnel training aviation maintenance company personnel will be more prevalent in low density MOSs. These requests may come through the PC section in the form of a work order.
Chapter 2
Training Requirements

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

HOW WE TRAIN

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. (Army Aviation Magazine, CSM Chambers, 2017)

2-1. Commanders and other leaders exercise mission command in training as well as in operations. They provide their commander’s intent to subordinates, who determine how to achieve that commander’s intent. Leaders encourage initiative and innovation in their subordinates by allowing them to determine the most effective ways to achieve the standards and meet training objectives.

2-2. NCOs are the primary trainers of enlisted Soldiers, crews, and small teams. NCOs take broad guidance from their leaders; identify the necessary tasks, standards, and resources; and then plan, prepare, execute, and assess training. They ensure their Soldiers demonstrate proficiency in their MOS skills, warrior tasks, and battle drills. NCOs instill in Soldiers discipline, resiliency, the Warrior Ethos, and Army Values. In their assessment, NCOs provide feedback on task proficiency and the quality of the training. (See ADRP 7-0 for more details.)

2-3. One of the foundation blocks to building an effective training program is the individual critical task. TRADOC training programs function on five types of ICTLs. TRADOC programs provide information such as the numbering system and the selection board process. Individual task selection is a result of collective task development, job analysis, new equipment fielding, or other triggering event. This process results in an ICTL, maintained by the MOS proponent. (See Appendix A for more on ICTL management).

2-4. Unit commanders cannot take away from a Soldier’s ICTL. However, commanders may create unit specific tasks that enhance the Soldier’s ability to support METL tasks. Unit-created tasks must be presented in a similar format to tasks downloaded from ATN. Unit-specific tasks should be trained and evaluated similarly to all ICTL tasks.

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 that will 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. All aviation maintainers must be MOS qualified prior to beginning their apprenticeship at a unit. During advanced individual training (AIT) Soldiers must complete some but not all MOS-specific critical tasks as identified by the school proponent. Commanders should not assume that AIT graduates are proficient in all tasks.

ADVANCED LEADERS COURSE

2-7. The Advanced Leaders Course (ALC) is a branch-specific course designed for the Soldier’s MOS and is normally conducted at the MOS proponent school. Completion of ALC is a requirement for promotion to Staff Sergeant and is required for most ICTL30 positions within a typical aviation battalion. This course provides Soldiers with an opportunity to acquire the leader, technical, and tactical skills, knowledge, and experience needed to lead squad/platoon size elements.

SENIOR LEADERS COURSE

2-8. The Senior Leaders Course is a branch-specific course designed for the Soldiers MOS and is normally conducted at the MOS proponent school. Completion of Senior Leaders Course is a requirement for promotion to Sergeant First Class and is required for most ICTL40 positions within a typical aviation battalion. This course provides an opportunity for Soldiers to acquire the leader, technical, and tactical skills, knowledge and experience needed to lead platoon/company size units.

OTHER INSTITUTIONAL TRAINING

2-9. Other institutional development is available to the aviation maintainer. (See Appendix B for additional schools.)

OPERATIONAL DOMAIN

...leaders need to deliberately plan maintenance training. Training takes time to accomplish and it’s no different for training Soldiers on maintenance tasks. (Army Aviation Magazine, CSM Vela, 2017)

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 during training at home station.

UNIT TRAINING

2-11. At successful completion of AIT, the Soldier’s experience level is equivalent to that of an apprentice. The gaining aviation unit commander assumes the responsibility for enhancing and expanding the training Soldiers received in AIT. This enhanced unit training will increase the maintainers’ ability, skill, and knowledge. This training includes the integration of airframe and support maintenance specialties. An apprentice possesses entry-level knowledge and skill set that must be carefully groomed and honed to develop into a senior or master maintainer (ICTL30-40). To a maintenance company/troop commander, training on technical tasks is as important as training on tactical skills. It must be incorporated into scheduled training periods. Maintenance training is often best achieved through on the job training. A time proven model has an aviation mechanic gaining proficiency under the supervision of an experienced phase maintenance team chief in a more structured environment, prior to becoming a crew chief. Established scheduled and unscheduled maintenance (battle-rostering) teams assists developing efficient operations. Just as units periodically change aircrew battle-rostering, the teaming of maintenance crews must be rotated to prevent the normalization of standards deviance. (See ATP 3-04.7 for more details.)
SERGEANT’S TRAINING TIME

2-12. Commanders emphasize individual Soldier training which is battle focused, in support of unit METLs, by allocating dedicated training time for NCOs using sergeant’s training time. 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.)

METL TRAINING EVENTS

2-13. Individual and collective task 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 maintenance team leader ever receives. Section sergeants and platoon sergeants must know their Soldier’s ICTLs and take advantage of every opportunity for multi-echelon training. Leaders should carry a simple list of tasks and use DA Form 5164-R, Hands-on Evaluation (LRA), or DA Form 5165-R, Field Expedient Squad Book, to record training and evaluations at field sites.

2-14. 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, since 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.

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. (Army Aviation Magazine, 1SG McKay, 2016)

2-15. 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 and civilians sustain their individual strengths and address gaps in their skills and knowledge. However, for self-development to be effective, all Soldiers and civilians must be completely honest with themselves to understand both personal strengths and gaps in skills, knowledge, and behaviors, and then take the appropriate steps to enhance their capabilities.
2-16. The Army Career Tracker website provides Soldiers and leaders with a career map for each MOS. Figure 2-1 is an example career map for a 15E – unmanned aircraft systems repairer. The career tracker is available at the following website: https://actnow.army.mil.

![Figure 2-1. Army Career Tracker Career Map Example](image)

2-17. Army credentialing opportunities is also a good tool for self-development. Service members access information on credentials related to their MOS at the Army Credentialing Opportunities On-Line website: https://www.cool.army.mil.

2-18. Many additional self-development opportunities related to aviation maintenance are covered in Appendix B of this manual.

INTEGRATION

2-19. 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 will be counselled by their first-line supervisor or facility commander on the requirements of this program as part of their in-processing.

MAINTAINER INTEGRATION AND DESIGNATION

2-20. Maintainers will receive a maintenance orientation as part of their initial progression training. The orientation will include, but is not limited to, introduction to the AMTP, hangar orientation, local area orientation, basic expectations, and formal counseling that includes any unit specific tasks. (See developmental counseling in ATP 6-22.1.) Local area orientation is the act of orienting a new Soldier or new comer to the unit and to the unit’s policies. It should include any applicable support activity that is essential to mission execution and/or equipment maintenance or test activity that is commonly used.

2-21. 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. For example, a maintainer in an ICTL10 position may perform ICTL20 tasks as long as they have been properly trained and the training is recorded. Ultimately this is a commander’s assessment of risk, and participating in or performing other tasks under supervision is encouraged.

2-22. First-line supervisors access and conduct a records review using DTMS and Army Career Tracker and integrate the Soldier into the training plan. The Soldiers records should be updated and accurate before the Soldier is allowed to perform any unsupervised maintenance on an aircraft.
2-23. Leaders at all levels must ensure that 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 should be screened for their past duty positions and given different jobs to ensure that they are as well-rounded as possible.

RECLASSIFICATION OF MOS

2-24. Soldiers reclassifying into an aviation maintenance MOS are at a significant disadvantage. Reclassifying Soldiers will not be assigned directly to the QC section or as a section sergeant. These highly technical positions are critical to safe maintenance actions. These Soldiers must pursue self-development through self-study, and take on additional iterations of repair work to close the technical knowledge gaps.

PROGRESSION REQUIREMENTS

2-25. AIT should not be considered the end of individual training. At the conclusion of a given Soldier’s AIT, the training that they have received is basically equivalent to that of an apprentice. The gaining aviation unit commander is then responsible for enhancing and expanding the training that Soldiers received in AIT. This enhanced unit training will increase the maintainers’ ability, skill, and knowledge.

2-26. The commander/leader, maintenance officers/technicians, and noncommissioned officers in charge must identify all training resources and are tasked with making their Soldiers’ and civilians’ training meaningful. The commander and the maintenance manager must 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 Army Training Network.

APPRENTICE

2-27. Aviation AIT graduates are considered apprentices and are not considered proficient in any task on the ICTL. They may be considered trained on some tasks after integration and at least one hands-on task evaluation. An apprentice will not be designated as specialist until they successfully complete at least two ICTL10 evaluations and they are trained in ICTL20 tasks.

SPECIALIST

2-28. Specialists will be technically competent any ICTL10-20. Specialists should have working knowledge of their training record and Army Knowledge Online (AKO) My Training. Specialists will not be designated as a team leader until they successfully complete at least two ICTL20 evaluations. Specialists also—

- Must successfully complete at least two ICTL10 evaluations.
- Must be trained in ICTL20 tasks.
- Must be up-to-date on the unit’s familiarization chart.

TEAM LEADER

2-29. Team leaders are the most technically competent specialists. They should demonstrate leadership qualities and the ability to train an apprentice. Team leaders also—

- Must successfully complete at least two ICTL20 evaluations.
- Must be trained in ICTL20 tasks.
- Must be up-to-date on the unit’s familiarization chart.
- Should be trained and properly licensed on all aviation ground support equipment (AGSE) in the unit.
- Should demonstrate the ability to train an apprentice.
Squad Leader

2-30. Squad Leaders are hand-selected by the platoon sergeant with input from the platoon leadership, and maintenance officer. Squad leaders must be selected not only for their technical qualifications but also for their leadership abilities. Squad leaders also—

- Must demonstrate and maintain proficiency in any ICTL10-20 tasks.
- Must successfully complete at least four ICTL20 evaluations.
- Must demonstrate proficiency in navigating AKO My Training to view self-development training and ICTL tasks.
- Must be properly licensed on all AGSE used by the unit.
- Must be up-to-date on the unit’s familiarization chart.
- Should demonstrate the ability to train an ICTL20 task.

Technical Inspectors

2-31. TIs must be selected not only for their technical qualifications but also for their demonstrated performance, objectivity, judgement, maturity and ability to observe and provide constructive comments. Technical inspectors also—

- Must be properly licensed on all AGSE used by the unit.
- Must have a strong understanding of aircraft forms and records, the work-order process, the supply process, and other functions generally associated with quality control.
- Must be up-to-date on the unit’s familiarization chart.
- Should have Army Oil Analysis Program (AOAP) training. (See Appendix B.)
- Should have test measurement and diagnostic equipment (TMDE) training. (See Appendix B.)
- Should have aircraft weight and balance software (AWBS) training, excluding back-shops, or units that do not weigh aircraft. (See Appendix B.)
- Should be a certified corrosion monitor. (See Appendix B.)
- Should have working knowledge of The Army Maintenance Management System – Aviation (TAMMS-A).
- Should have working knowledge of the Maintenance Consolidated Database System (MCDS).
- In ICTL30 positions - must be an ALC graduate.
- In ICTL30 positions - must be proficient in all ICTL10-30 tasks.
- In ICTL30 positions - must demonstrate the ability to train and evaluate ICTL10-30 tasks.
- In ICTL30 positions - should have ten or more successful evaluations from multiple evaluators documented in their training record.
- In ICTL20 positions - must be proficient in all ICTL10-20 tasks.
- In ICTL20 positions - must demonstrate the ability to train and evaluate ICTL10-20 task.
- In ICTL20 positions - should have six or more successful evaluations from multiple evaluators documented in their training record.

2-32. Maintenance test pilots, maintenance officers, or pilots will only be designated as TIs if they demonstrate proficiency, through hands-on and academic evaluation. The AMO should conduct evaluations for all maintenance officers as a direct representative of the battalion commander.

Section Sergeant

2-33. Section Sergeants are hand-selected by the commander with input from company and platoon leadership and maintenance officers. Section Sergeants must be selected not only for their technical qualifications but also for their performance and leadership ability. These instructors assist the maintenance officer in administering the AMTP. Section sergeants also—

- Must be an ALC graduate.
- Must demonstrate and maintain proficiency in any ICTL10-30 tasks.
Training Requirements

- Must have a strong understanding of aircraft forms and records, the work-order process, the supply process, and other functions generally associated with production control.
- Must be properly licensed on all AGSE used by the unit.
- Must have appropriate roles in DTMS.
- Must be up-to-date on the unit’s familiarization chart.
- Should be a certified corrosion monitor.
- Should have formal TMDE training.
- Should have formal AWBS training (excluding back-shops, or units that do not weigh aircraft).
- Should have working knowledge of TAMMS-A/MCDS.

DAC TECHNICIANS

DAC technicians may be designated as either apprentice maintainers, as seasoned maintainers, or as TIs.

CIVILIAN APPRENTICE

Civilian apprentices will be technically competent on any designated ICTL task. Civilian apprentices should have working knowledge of their training record. They will not be designated as a seasoned maintainer until they successfully complete at least one ICTL task evaluation based on their airframe. Civilian apprentices also—
- Must be trained in designated ICTL tasks.
- Must be up-to-date on the unit’s familiarization chart.

CIVILIAN SEASONED MAINTAINER

Civilian seasoned maintainers will be technically competent on any designated ICTL task. They should have working knowledge of their training record. Civilian seasoned maintainers also—
- Must demonstrate and maintain proficiency in any designated ICTL tasks.
- Must successfully complete at least two ICTL evaluations based on the airframe they work on.
- Should be trained and properly licensed on AGSE designated by their supervisor.
- Must be up-to-date on the unit’s familiarization chart.

CIVILIAN TECHNICAL INSPECTOR

Civilian TI must be selected not only for their technical qualifications but also for their demonstrated performance, objectivity, judgement, maturity and ability to observe and provide constructive comments. Civilian TIs also—
- Must be properly licensed on all AGSE used by the unit.
- Must have a strong understanding of aircraft forms and records, the work-order process, the supply process, and other functions generally associated with quality control.
- Must be up-to-date on, and maintain, the unit’s familiarization chart.
- Should have formal TMDE training.
- Should have formal AWBS training (excluding back-shops, or units that do not weigh aircraft).
- Should have working knowledge of TAMMS-A/MCDS.
- Must demonstrate the ability to train and evaluate ICTL tasks for the type aircraft they are appointed TIs on.
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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.

GENERAL

3-1. An evaluation is a tool used to ensure that 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 and/or frequency for that particular Soldier. While an evaluation is primarily a method to assess individual proficiency, an adjustment to the AMTP may be required if a sufficient number of 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. The evaluations governed by this chapter will serve as an objective tool for commanders to determine efficiency and/or competency according to AR 600-8-19.

3-3. Maintainers will not be 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. Battalion commanders should designate in writing which task their units will evaluate in order to best support the unit METL.

3-4. Maintainers must 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. They must be able to explain the basics of any system, showing an understanding of each part and how it functions. Knowing how the components operate will also help build a better Soldier who can troubleshoot any aircraft issues.

3-5. Battalions or facilities must create a task list from the MOS ICTL and from local requirements and the list must be published in the unit standard operating procedures (SOP) and the maintainers’ records. See appendix A for an example task list.

3-6. The three types of evaluations are discussed in the following paragraphs. Each of the three types of evaluations should include academic and hands-on evaluation methods.

COMMANDER’S EVALUATION

3-7. During integration, each maintainer should receive a commander’s evaluation before being assigned to a duty position within the unit. The Soldier or NCO should meet the recommended performance criteria for the expected duty position. The commander’s evaluation should include more than two ICTL tasks for the appropriate level of maintenance. The commander’s evaluation is not required to designate an apprentice maintainer.

3-8. A commander’s evaluation should also be used to increase each maintainers’ level of responsibility. For example, a team leader should not be promoted to squad leader without an evaluation.

ANNUAL EVALUATION

3-9. Each maintainer must complete an ICTL evaluation annually to perform aviation maintenance duties. A commander’s evaluation, no-notice evaluation, or an evaluation to promote to a position of higher responsibility meets the requirement for an annual evaluation. An annual evaluation should include more than two ICTL tasks for the appropriate level of maintenance. Soldier scheduled for a permanent change of
station within 60 days of the close of their annual period may request early training and evaluation to maintain currency.

NO-NOTICE EVALUATION

3-10. A comprehensive no-notice evaluation program allows commanders to monitor training effectiveness at all levels. Each commander must establish a no-notice evaluation program in the unit SOP. No-notice proficiency evaluations may 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 should include more than two ICTL tasks for the appropriate level of maintenance.

EVALUATION PRINCIPLES

3-11. The value of any evaluation depends on adherence to fundamental evaluation principles as follows:

- Selection of evaluators. The evaluators must be selected not only for their technical qualifications, but also for their demonstrated performance, objectivity, and ability to observe and provide constructive comments. These evaluators assist the commander with AMTP administration.

- 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, not just the examinee.

- Purpose of evaluation. The evaluation determines the examinee’s ability to perform essential hands-on/academic tasks to prescribed standards.

GRADING CONSIDERATIONS

3-12. Personal experience is extremely valuable and is necessary to help maintainers apply their knowledge. However, under no circumstance will an evaluator fail a maintainer based on the evaluator’s experience. Always use an approved reference publication listed on the unit’s familiarization chart and references listed in the specific task.

3-13. Academic evaluation. 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 AKO My Training webpage.

3-14. 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. (See ADP 6-22 for more details.)

3-15. 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.

3-16. In all phases of evaluation, the evaluator is expected to perform as a team member in good faith. At some point during the evaluation, circumstances may prevent the evaluator from performing as a team member. In such cases, a realistic, meaningful, and planned method should be developed to effectively pass this task back to the trainee. In all other situations, the evaluator must perform as outlined in the task description or as directed by the trainee. The trainee must know that he or she is being supported by a fully functioning team member. He/she must also understand that he/she is being evaluated and, therefore, should not direct the evaluator to perform a task that removes him/her from performing the evaluation.

3-17. In all cases, maintainers must follow published requirements in Army technical manuals, safety and maintenance messages, Army regulations, DA pamphlets, and the unit SOP.
RECOMMENDED PERFORMANCE AND EVALUATION CRITERIA

3-18. The apprentice must demonstrate a working knowledge of tasks listed in ICTL10 and/or unit specific task. In addition, the apprentice should be familiar with supporting technical manuals and the unit SOP.

3-19. The specialist must demonstrate technical proficiency and sound judgment while conducting tasks listed in ICTL10 and/or unit specific task. In addition, the specialist must correctly comply with supporting technical manuals and the unit SOP, and make entries on aircraft forms and records without error.

3-20. The team leader must meet the requirements of a specialist and demonstrate a working knowledge of tasks listed in ICTL20 and/or unit specific task. The team leader should be able to troubleshoot aircraft systems. In addition, the team leader must be able to instruct ICTL10 tasks, manage a team and recognize errors in performance or understanding, make recommendations for improvement, train to standards, and document training.

3-21. The squad leader must meet the requirements of a team leader and demonstrate technical proficiency and sound judgment while conducting tasks listed in ICTL20 and/or unit specific task. The squad leader must be able to train, counsel, and mentor junior Soldiers.

3-22. The section sergeant must meet the requirements of a squad leader and demonstrate a technical proficiency in tasks listed in ICTL30 and/or unit specific task. The section sergeant must also be able to implement a unit-training plan and administer the AMTP.

3-23. The TI must meet the requirements of a section sergeant. The TI must also demonstrate comprehension and application of all task in their ICTL. They must understand and correlate all appropriate aviation maintenance publications. In addition, the TI must be able to objectively train, evaluate, and document performance.

3-24. Squad leaders, Section Sergeants, and TIs should also be developed and evaluated as leaders as part of the AMTP. For objective standards in leadership, see ADP 6-22.

EVALUATION SEQUENCE

3-25. The evaluation sequence consists of four phases—introduction, academic evaluation topics, hands-on evaluation, and debriefing. The evaluator will determine 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 squad leader for promotion to section sergeant might take two weeks or more.

3-26. Phase 1 – Introduction. In this phase the evaluator—
- Reviews the maintainers DTMS record and any counseling forms related to maintenance actions.
- Confirms the purpose of the evaluation, explains the procedure, and discusses the standards for the evaluation.

3-27. Phase 2 – Academic evaluation. This phase of the evaluation may be conducted simultaneously or independent of phase 3. In this phase the evaluator—
- Follows the problem, plan, people, parts, time, tools, and training (P4T3) flow for conducting maintenance actions.
- Includes appropriate publications.
- Limits questions appropriate to the maintainers ICTL.

3-28. Phase 3 – Hands-on evaluation. In this phase the evaluator—
- Follows the P4T3 flow for conducting maintenance actions.
- Prefers method is on an aircraft, but may be conducted in a simulated environment or computer based trainer.
- Includes general safety practices.
- Includes aircraft forms and records.
- Ensures time required is consistent with the maintenance allocation chart.

3-29. Phase 4 – Debriefing. In this phase the evaluator—
Advises the maintainer and first-line supervisor 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.
- Create entry on DA Form 7817, Aviation Maintainer Training Record.
- Completes DA Form 4856, Developmental Counseling Form, and inform the maintainer of procedures to follow in the event of a failed evaluation.

**Hands-on Evaluation**

3-30. Hands-on evaluations should be conducted on an aircraft or equipment whenever possible. When aircraft are not available, hands-on evaluations should be conducted on a computer based maintenance simulation device.

3-31. 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.

3-32. 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**

3-33. Annually maintainers will take the appropriate skill level test as maintained by USAACE. A minimum passing score (as scored by the NCO Academy-Eustis) is 70 percent. Results will be provided within five working days. If a Soldier fails the test they may retest one time not earlier than 90 days after notification of failure and not later than 120 days after notification.

3-34. Tests maintained by USAACE are available online and will be taken even when maintainers are in positions outside their MOS. For example, maintainers must take the online evaluations while on recruiter duty. Any type of broadening assignment has the same annual academic requirement.

3-35. Additionally, maintainers may be evaluated verbally on tasks. For example, see task 552-918-3203 (Monitor Compliance with Controlled Exchange Procedures) on the ATN. For the purpose of the AMTP, tasks similar to 552-918-3203 are considered academic evaluations.

3-36. At the battalion level the unit may also administer written tests. The test requirements will be clearly published in the unit SOP.

3-37. 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. He or she should be able to 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 when evaluating these tasks.

3-38. The examinee must demonstrate a complete understanding of all publications required in the performance of the task. The examiner will ask questions about the task to be performed (such as personnel and tools required; write-ups to be made; and warnings, cautions, and notes).

**Failed Evaluations**

3-39. If a maintainer fails any evaluation, including the annual online academic evaluations, they must be counselled on DA Form 4856. The form is generally self-explanatory, however the key points of discussion will 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.
3-40. If a maintainer fails an evaluation they should be restricted from performing maintenance duties unsupervised. An appropriate plan of action should be clearly described on DA Form 4856. It should include a specific time line for re-evaluation and return to normal duty.

3-41. If the maintainer fails while being evaluated to perform duties of next higher responsibility, they may continue to perform current duties. The intent should be recorded clearly on DA Form 4856.

3-42. Failed evaluations will be entered in the maintainer’s permanent DTMS record.

3-43. Additional restrictions or actions may be required at the discretion of the unit commander or unit SOP.
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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 will change the commander’s task list the platoon sergeant ensures that the individual’s training folder is closed out. This close out will include a written counselling by the Platoon Sergeant.

4-2. Future program growth and full integration into DTMS may preclude the use of manual forms. Currently, each Soldier must have DA Form 3513, Individual Flight Records Folder, United States Army. The records folder will include DA Form 7817, Aviation Maintainer Training Record, and any DA Form 4856 forms related to aviation maintenance events.

4-3. AMTP records must meet Army Records Information Management System and the Privacy Act requirements. See AR 25-400-2 and AR 25-22.

4-4. The Special Operations Aviation Regiment is also developing a records keeping program. The program will allow supervisors to manage maintenance training automatically through an interface with Unit Level Logistics System Aviation – Enhanced (ULLSA-E).

COMPLETING FORMS

4-5. 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.

4-6. Keep entries to the records as clear and concise as possible. Use only standard abbreviations and acronyms whenever possible.

4-7. Type all entries or clearly print them by hand in dark blue or black ink (preferably with a waterproof, fine-point pen).

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.

AVIATION MAINTAINER TRAINING PROGRAM FOLDER

4-9. Commanders will ensure that a file is prepared and maintained for each maintainer who is conducting maintenance, service, modifications, or inspections to any aircraft or component.

4-10. Soldier boards, promotion boards, or other favorable/non-favorable boards will review the Soldiers’ or NCOs’ AMTP folder as part of the board process.
MAINTENANCE RECORDS FOLDER

4-11. Use DA Form 3513 to file the maintainer’s records. Place the folder label on the top left corner of the folder (figure 4-1, page 4-2). Place the disposition label on the top right corner (figure 4-2, page 4-2).

![Figure 4-1. Folder Label](image)

![Figure 4-2. Folder Disposition Label](image)

CHANGE OF DUTY STATION

4-12. Maintainers will transport their training records with them when changing duty stations. Losing units with the exception of AIT units will maintain a digital copy for one year.

4-13. Maintainers will present their training records to the commander or the commander’s designated representative within 14 calendar days of arrival at the unit.

RELEASE FROM DUTY

4-14. Release from duty includes an individual’s release from active duty without immediate follow on duty with component 2 or 3, retirement, discharge, resignation, assignment to the United States Army Reserve control group, or death. The individual will retain 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

4-15. Each maintainer’s ICTL should be the top item on the left side of the records folder. The current ICTL can be downloaded from the AKO, Central Army Registry (CAR), or from DTMS. The maintainer’s ICTL must be integrated with the unit generated tasks (see appendix A). All maintenance related counseling forms should be on the left side of the folder, under the ICTL.

AVIATION MAINTAINER TRAINING RECORD

4-16. DA Form 7817 is used to permanently record major events for each individual maintainer. The DA Form 7817 will be on the right side of the maintainer’s record folder. The current copy of DA Form 7817 will be on top of previous copies, where applicable.

EVENTS TO RECORD

4-17. The following list of events should be recorded on the DA Form 7817 (see figure 4-4 and 4-5):

- Assignment and the duty title the maintainer will be performing.
- Start and completion of DA skill qualification identifier courses as well as all professional development schools (PME).
- Completion of significant training or retraining programs to include additional training requirements. (Summarize the event on one line.)
- All evaluations; enter hands-on or academic as appropriate.
- Medical suspensions and then return to full duty.
- Any nonmedical suspensions and their disposition.
- Any involvement in an accident or incident if the accident/incident is attributed to human error by the maintainer.
- Receipt of safety and any other awards the platoon sergeant determines appropriate.
- Record deployments to combat zones or other temporary change of station.
- Open blocks on the DA Form 7817 should 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 will eliminate most major errors. If an event is not entered at the proper time and several other events have been recorded, enter the date of the out-of-sequence event in red ink. 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.

![Sample DA Form 7817 (page 1)](image-url)
CHAPTER 4

OPTIONAL FORMS

4-19. This section describes optional forms that may be used to aid in administering the AMTP. None of the following forms are required. Unit SOP may dictate specific use.

DA FORM 5164-R HANDS-ON EVALUATION

4-20. DA Form 5164-R may be used to record an ICTL training event or evaluation for one individual. See figure 4-6.
### Figure 4-6. DA Form 5164-R Hands-On Evaluation

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PERFORMANCE STEP TITLE</th>
<th>SCORE (Check One)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>1. Perform pre-maintenance procedures</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Obtain and utilize current publications required to perform task.</td>
<td></td>
</tr>
<tr>
<td>b.</td>
<td>2. Review the task procedures for safety concerns, resources required, equipment pre-conditions, and task steps.</td>
<td></td>
</tr>
<tr>
<td>c.</td>
<td>3. Review applicable forms and records for accuracy and completeness in accordance with DA Pam 738-751.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>d. Obtain all tools/special tools, consumable/expendable material, repair parts, and AGSE required to accomplish the task.</td>
<td></td>
</tr>
<tr>
<td>d.</td>
<td>4. Check the calibration data on all special tools and test equipment before use.</td>
<td></td>
</tr>
<tr>
<td>e.</td>
<td>5. Troubleshoot Aux Power Units in accordance with TM 1-2835-208-23&amp;P and TM 1-2835-209-23&amp;P and document maintenance activities by making appropriate entries on applicable forms.</td>
<td></td>
</tr>
<tr>
<td>f.</td>
<td>6. Inspect removed hardware, mounting locations, and replacement components for wear, damage, and continued serviceability.</td>
<td></td>
</tr>
<tr>
<td>g.</td>
<td>7. Request a TI at appropriate times throughout the maintenance procedure.</td>
<td></td>
</tr>
<tr>
<td>h.</td>
<td>8. Perform post maintenance procedures.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>a. Document any required MOCs on appropriate systems and components.</td>
<td></td>
</tr>
<tr>
<td>i.</td>
<td>b. Account for and secure all tools, equipment, and materials used for the task.</td>
<td></td>
</tr>
<tr>
<td>j.</td>
<td>c. Verify that removed equipment, if applicable, is tagged with appropriate serviceability.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DD Form.</td>
<td></td>
</tr>
<tr>
<td>k.</td>
<td>d. Enter follow-on maintenance on DA Form 2408-13-1 and DD forms.</td>
<td></td>
</tr>
<tr>
<td>l.</td>
<td>e. Conduct final FOD check of the aircraft or maintenance area.</td>
<td></td>
</tr>
</tbody>
</table>

**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
- TRADOC – Training and Doctrine Command
- NOV – November

DA Form 5165-R Field Expedient Squad Book

4-21. DA Form 5165-R may be used to record an ICTL training event or evaluation for a group of individuals. See Figure 4-7 (page 4-6).
Figure 4-7. DA Form 5165-R Field Expedient Squad Book
Appendix A

INDIVIDUAL CRITICAL TASK LIST MANAGEMENT

This appendix contains instructions and examples for maintaining a Soldier’s ICTL. Leaders follow this step-by-step guide when creating the AMTP records folder as discussed in chapter 4.

INDIVIDUAL CRITICAL TASK LIST ON ARMY KNOWLEDGE ONLINE

A-1. The following steps outline the process to create an ICTL on AKO:

- Step one - access the My Training tab from the AKO webpage.
- Step two - access the DTMS gadget from My Training, click ICTL and “View Additional MOS” to find the ICTL for any MOS (figure A-1).

![Figure A-1. DTMS Gadget](image-url)
Appendix A

- Step three – access any ICTL by selecting the MOS and skill level on the DTMS gadget (figure A-2).

*Figure A-2. ICTL View*

- Step four - export an ICTL to using the Excel button on the DTMS gadget.
- Step five - review specific task details and export to word or print by selecting the highlighted task number. There is no requirement to keep the individual task in every Soldier's AMTP record. Leaders maintain a copy of these tasks and reference them while conducting training. TIs must reference these specific standards.

A-2. Task may also be downloaded from the Army Training Network site by entering the task name or task number in the search box.

A-3. A third method for downloading the ICTL and/or specific task is the CAR website: [https://atiam.train.army.mil/catalog/dashboard](https://atiam.train.army.mil/catalog/dashboard). Select “Product Type” from the browse column and enter “ICTL.” Then search for your ICTL in the CAR Search.

**EXAMPLE UNIT MODIFIED INDIVIDUAL CRITICAL TASK LIST**

A-4. In order to create a task list for your unit and your MOS, follow this example (see figure A-3, page A-3):

- Follow the steps in paragraph A-1 through A-4 of this appendix.
- Remove any tasks that are not applicable to your unit.
- Add tasks that are approved by the battalion commander in writing. (See Chapter 1 and 2.)
- Print the list and add to the maintainers records.
## Individual Critical Task List Management

### Figure A-3. Example Unit Modified ICTL

<table>
<thead>
<tr>
<th>Task Number</th>
<th>Task Name</th>
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<th>Assigned</th>
<th>Assessment Date</th>
<th>Status</th>
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<tr>
<td>252-150-200</td>
<td>PERFORM THE HELICOPTER SAFETY PROCEDURES (AH-64D/E)</td>
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<tr>
<td>252-150-202</td>
<td>PERFORM THE 24 HOUR INSPECTION (AH-64D/E)</td>
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<tr>
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</tr>
<tr>
<td>252-150-206</td>
<td>PERFORM THE ELECTRICAL SYSTEMS INSPECTION (AH-64D/E)</td>
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<tr>
<td>252-150-208</td>
<td>PERFORM THE FLIGHT CONTROL SYSTEM INSPECTION (AH-64D/E)</td>
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<td>252-150-224</td>
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Legend:

- ICTL – Individual Critical Task List
- MOS – Military Occupational Specialty

Day 24 July 2018

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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 should strive to accomplish training related to their occupational specialty.

ADVANCED COMPOSITES TRAINING

B-1. The Army Aviation Missile Research and Development Center Prototype Integration Facility (PIF) offers four (4) courses for advanced composites, which are applicable across many airframes including the UH-60M Black Hawk, AH-64E Apache, CH-47F Chinook, and MQ-1C Gray Eagle. The first is a 5-day course for the airframe maintainer, the second is a 3-day course for the TI, the third is a 5-day course for the engineer or acquisition professional, and the fourth is a 5-day class for rotor blade repair. The contact for the course is https://www.amrdec.army.mil/amrdec/pif/.

ADVANCED COMPOSITES REPAIR AND MAINTENANCE (40 HOURS)

B-2. Some maintenance background (15G or equivalent) is recommended, but not required. The Advanced Composites Repair and Maintenance course is a 5-day course for airframe maintainers. The format is roughly 20 percent classroom lecture and 80 percent hands-on lab exercises. Students will use the UH-60M Composite Stabilator Repair interactive electronic technical manual work packages as a basis to understanding vacuum bagging, bleeder/breather schedules, epoxy resin mix ratios, carbon fiber wet-layup techniques, honeycomb core replacement, wire mesh (lightning strike) application, hot bonder and thermocouple use, and damage removal. Again, the techniques learned here are applicable across all platforms. Units can military interdepartmental purchase/procurement request (MIPR) or 1095 funding directly to the PIF. It does not include temporary duty (TDY) costs of the individuals attending the class.

TECHNICAL INSPECTION OF ADVANCED COMPOSITE REPAIRS (24 HOURS)

B-3. Some maintenance background (15G/R/T/U or equivalent) is required. The Technical Inspection of Advanced Composite Repair course is a 3-day course that will teach inspectors to identify defects in damaged and repaired composite structure. The format is roughly 50 percent classroom lecture and 50 percent hands-on lab exercises. Students will learn the basics of advanced composite materials and repair, and will focus inspection and flaw identification. Units can MIPR or 1095 funding directly to the PIF. It does not include TDY costs of the individuals attending the class.

FUNDAMENTALS OF COMPOSITES (40 HOURS)

B-4. No prerequisites are required. Fundamentals of Composites course is a 5-day course designed to give students of all backgrounds a broad introduction to advanced composites, detailing the benefits, uses, limitations and lifecycle support considerations of composite materials on weapons systems. Students spend a day each on (1) materials and tools, (2) safety and production, (3) design, structural substantiation, and test, (4) sustainment and repair, and (5) non-destructive inspection and quality. The class is comprised of lecture and practical hands-on exercises, where every student manufactures their own composite panel and performs a "wet lay-up" repair. Students earn 40 continuous learning points for successful completion. Units can MIPR or 1095 funding directly to the PIF. It does not include TDY costs of the individuals attending the class.
Appendix B

**ROTOR BLADE REPAIR (40 HOURS)**

B-5. No prerequisites are required. The Rotor Blade Repair course is a 5-day course designed to give maintainers an understanding of the intricacies of rotor blade repair. The format is roughly 25 percent classroom lecture and 75 percent hands-on lab exercises. Students will use repairs authorized for the UH-60M Wide Chord Blade and the CH-47F Blade as a basis to understanding damage evaluation, surface preparation, vacuum bagging, bleeder/breather schedules, epoxy resin mix ratios, glass fiber wet-layup techniques, honeycomb core replacement, wire mesh (lightning strike) application, hot bonder and thermocouple use, and damage removal. Units can MIPR or 1095 funding directly to the PIF. It does not include TDY costs of the individuals attending the class.

**AIRCRAFT WEIGHT AND BALANCE SOFTWARE TRAINING**

B-6. The objective for AWBS training is to use the software to create and maintain aircraft records related to weight and balance. This is a three-day training event that can be requested or scheduled as a mobile training team or by sending the individual Soldier to a scheduled class. The unit is only responsible for TDY costs. The training can be found at the following websites: usarmy.redstone.rdecom-amrdec.list.awbs-support@mail.mil or https://www.jtdi.mil/group/awbs.

**ARMY OIL ANALYSIS TRAINING**

B-7. The project management office for AOAP provides computer-based training. The training includes information for the whole range of AOAP; from taking the sample to laboratory operations. The training is available from the Logistics Information Warehouse or from your local supporting AOAP laboratory. (See TB 43-0211 for more details.)

**CORPUS CHRISTI ARMY DEPOT TRAINING**

B-8. The Aviation Maintenance Training Office provides technical training to the Corpus Christi Army Depot (CCAD) Workforce as well as Active, Reserve and National Guard components. The CCAD 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 & Install 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, Intro to Sheet Metal Fam, Lock Wire, Welding, and Solder Certification. The unit LAR can provide CCAD contacts for Soldier training programs.

**CORROSION MONITOR TRAINING**

B-9. The Army Aviation and Missile Life Cycle Management Command (AMCOM) Corrosion Center of Excellence pledges to educate, promote and assist US 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 training is available at the following websites: https://amcomcorrosion.army.mil/Corrosion/CPO/overview.aspx or amcomcorrosion@amrdec.army.mil. To support this effort, the Corrosion Center of Excellence 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 US Army War-fighters 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. The AMCOM Corrosion Center of Excellence also offers training for care of supplies in storage.

**DEFENSE ACQUISITION UNIVERSITY**

B-10. The Defense Acquisition University 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. Defense Acquisition University courses are offered online and resident, and enrollment is required through Army Training Requirements and Resources systems. For more information go to https://www.dau.mil/.

GENERAL ELECTRIC T700 ENGINE TRAINING

B-11. A military T700 series engine course that provides academic and hands-on maintenance training. The course is specifically designed for unit and intermediate level maintenance personnel. The course covers US 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 Apache and Utility Newsletters, and General Electric - contract field service representatives can provide more information on attending this course. Units only incur TDY/Travel costs for the individuals attending the class.

LOGISTICS ASSISTANCE REPRESENTATIVE UNIVERSITY

B-12. Logistics Assistance Representative University Electronic Courses for AH64, UH60M, CH47F, UAS Electronics, ELAR Re-currency Training, and Soldier Hybrid Training can be provided through AMCOM. The unit LAR can provide contact information.

NON-DESTRUCTIVE TESTING TRAINING

B-13. AMCOM provides multiple course for non-destructive testing (NDT). Contact the NDT Center of Excellence for more information: https://amcomcorrosion.army.mil/Corrosion/NDT/.

SENIOR MAINTAINER COURSE

B-14. The senior maintainer course provides US 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/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 TI experience, maintenance officers with PC/QC experience. The QC noncommissioned officers in charge and the battalion AMO should attend this course. This is an 80 hours resident course and the unit will incur TDY costs. Attendance in this course can be scheduled through the course manager or the unit’s logistics assistance representative.

TEST, MEASUREMENT, AND DIAGNOSTIC EQUIPMENT TRAINING

B-15. 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. The current required TMDE support coordinator training is available at: https://tmdehome.redstone.army.mil/support.asp.

CREDENTIALING PROGRAMS

B-16. The Army Credentialing Opportunities Online 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. Army Credentialing Opportunities Online is available at https://www.cool.army.mil.

B-17. The USAACE Credentialing Program encourages Aviation Soldiers to capitalize on training and development opportunities so that 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.
Appendix B

B-18. Army Aviation Soldiers of the Active, Guard and Reserve components, less IRR, may be afforded the opportunity to obtain funding for coursework, credential examinations, renewals, maintenance fees, and other mandatory examination administrative fees.


AIRFRAME AND POWERPLANT CERTIFICATION

B-20. The Vice Chief of Staff of the Army initiated the Army Airframe and Powerplant Certification Program. This program enables Aviation MOS-trained Soldiers to validate their military aviation training and experience through a joint service program to facilitate the process of obtaining a Federal Aviation Administration Airframe and Powerplant License. 128th Aviation Brigade manages the program for the Aviation Branch.

B-21. The Federal Aviation Administration and Joint Service Aviation Maintenance Technician Certification Council provide a military applicant certification program by completely specifying the applicant’s military training and experience. Applicants must currently be on Active, Reserve, or National Guard status. The scope of this program is geared towards Advance Leaders Course student level. However, any Soldier who completes four years of military service or 30 months of documented verifiable practical Army aircraft maintenance experience are eligible provided they have held or hold an Enlisted Aviation Maintenance MOS: 15B, 15D, 15E, 15F, 15G, 15H, 15J, 15K, 15M, 15N, 15R, 15S, 15T, 15U, 15V, 15X, 15Y, 15Z, or 151A. Soldiers interested in enrolling in should go to https://www.us.army.mil/suite/page/693698.

FEDERAL COMMUNICATIONS COMMISSION LICENSING

B-22. The Federal Communications Commission (FCC) is responsible for managing and licensing the electromagnetic spectrum for commercial users and for non-commercial users, including state, county, and local governments. This includes public safety, commercial and non-commercial fixed and mobile wireless services, broadcast television and radio, satellite and other services. In licensing the spectrum, the Commission promotes efficient and reliable access to the spectrum for a variety of innovative uses as well as promotes public safety and emergency response.

B-23. If you wish to conduct business with the FCC, you must first register through the FCC’s Commission Registration System. Upon registration, you will be assigned a FCC Registration Number. This number will be used to uniquely identify you in all transactions with the FCC.

B-24. The Universal Licensing System (ULS) allows electronic filing of applications processed by the Commission. The ULS allows you to indicate the application purpose and radio service code and guides you through the filing process until the application is submitted. The ULS also provides the ability to search for applications by providing information such as a file number, applicant name or application purpose or to search for licenses by providing information such as a call sign, licensee name or radio service. Other features of the ULS include the ability to download, in pipe delimited format, application and license data as well as the ability to use mapping software to visually display the specific location or overall geographic area of wireless licenses.

B-25. Broadcast Radio and Television Electronic Filing System is Mass Media Bureau's internet-based system which permits electronic filing of broadcast radio and television application forms with the FCC. Public Internet access to these electronic filings as well as station, application, and authorization information is available through the public access link.

B-26. Cable Operations and Licensing System is the Media Bureau's Internet based system which permits electronic filing of Cable Operator and Multichannel Video Programming Distributor forms with the FCC. The Commission allows filers to obtain Cable Operations and Licensing System log-ins, submit cable community registrations, and make operator information changes. The public can also conduct searches of the Cable and CAR databases.

B-27. International Bureau Electronic Filing System is an internet-based system which allows for electronic filing of the following types of applications and forms: space station, earth station, Section 214, cable landing
license, accounting rate change, recognized operating agency, international signaling point code, data
team network identification code, foreign carrier affiliation notification filings, and milestone/bond filings.
International Bureau Electronic Filing System also provides users with a whole host of query and reporting
options. Our goal is to improve the speed and quality of service to our applicants, researchers and the general
public.

B-28. Experimental Licensing System Electronic Filing allows the public to electronically file requests for
Special Temporary Authority and include all necessary exhibits. In addition, several reporting options are
also available.
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# Glossary

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<tr>
<th>Acronym</th>
<th>Description</th>
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<tr>
<td>ADRP</td>
<td>Army Doctrine Reference Publication</td>
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<tr>
<td>AGSE</td>
<td>aviation ground support equipment</td>
</tr>
<tr>
<td>AIT</td>
<td>advanced individual training</td>
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<tr>
<td>AKO</td>
<td>Army Knowledge Online</td>
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<tr>
<td>ALC</td>
<td>Advanced Leaders Course</td>
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<td>Army Aviation and Missile Life Cycle Management Command</td>
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<td>Code of Federal Regulations</td>
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<td>Maintenance Consolidated Database System</td>
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<td>military interdepartmental purchase/procurement request</td>
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<tr>
<td>P4T3</td>
<td>problem, plan, people, parts, time, tools, training</td>
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<td>PAM</td>
<td>pamphlet</td>
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<td>prototype integration facility</td>
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<td>training circular</td>
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<td>test, measurement, and diagnostic equipment</td>
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<td>Universal Licensing System</td>
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<td>US Army Aviation Center of Excellence</td>
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SECTION II – TERMS

*apprentice
the junior most maintainer that is qualified in a military specialty; typically a private or private-first-class; Soldiers reclassifying into an aviation maintenance MOS may also be considered an apprentice

*familiarization chart
a record of publications that are required to be used as a reference while conducting maintenance actions; the chart helps the Soldier remain current when changes occur to technical data or policy

*local area orientation
the act of orienting a new Soldier or new comer to the unit and to the unit’s policies

*maintainer
any Soldier or DAC technician with an MOS or specialty listed in the scope of this training circular in chapter one

*maintenance officer
the officer responsible for managing maintenance and for advising the unit commander on maintenance and logistics related subjects; maintenance officers generally serve at echelons from company to division; maintenance officers include graduates of the aviation maintenance officers course, and graduates of the aviation maintenance technician basic course

mission-essential task
a task a unit could perform based on its design, equipment, manning, and table of organization and equipment/table of distribution and allowances mission (ADRP 1-02)

multi-echelon training
a training technique that allows for the simultaneous training of more than one echelon on different or complementary tasks (AR 350-1)

proficient
competent or skilled at a given task; proficient is considered more than simply trained (AR 350-1)
References

REQUIRED PUBLICATIONS

RELATED PUBLICATIONS

ARMY PUBLICATIONS

Most Army publications are available online at https://armypubs.army.mil.
ADRP 7-0. *Training Units and Developing Leaders*. 23 August 2012.
The following pub is available online at https://atn.army.mil/.
TB 43-0211. *Army Oil Analysis Program (AOAP) Guide for Leaders and Users (This Item is Included on EM 0178)*. 30 April 2010.
TC 3-04.11. *Commander’s Aviation Training and Standardization Program*. 03 August 2016.

OTHER PUBLICATIONS

Army Aviation Magazines are available online at http://www.armyaviationmagazine.com/.

PRESCRIBED FORMS

DA Form 7817. *Aviation Maintainer Training Record*. 

24 July 2018

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References-1
REFERENCES

REFERENCED FORMS
DA Form 2028. *Recommended Changes to Publications and Blank Forms.*
DA Form 3513. *Individual Flight Records Folder, United States Army.*
DA Form 4856. *Developmental Counseling Form.*
DA Form 5164-R. *Hands-on Evaluation (LRA).*
DA Form 5165-R. *Field Expedient Squad Book.*

WEB SITES RECOMMENDED
AKO/Army Homepage: [http://www.army.mil/](http://www.army.mil/)
AMRDEC Prototype Integration Facility: [https://www.amrdec.army.mil/amrdec/pif/](https://www.amrdec.army.mil/amrdec/pif/)
Army Aviation Association of America (AAAA) Homepage: [http://www.quad-a.org/](http://www.quad-a.org/)
Army Career Tracker: [https://actnow.army.mil/](https://actnow.army.mil/)
Army Credentialing Opportunities On-Line: [https://www.cool.army.mil](https://www.cool.army.mil)
Army Publishing Directorate: [https://armypubs.army.mil](https://armypubs.army.mil)
Army Training Network: [https://atn.army.mil/](https://atn.army.mil/)
Central Army Registry: [https://atiam.train.army.mil/](https://atiam.train.army.mil/)
Defense Acquisition University: [https://www.dau.mil/](https://www.dau.mil/)
Directorate Home Page Association of the United: States Army [http://www.ausa.org/Pages/default.aspx](http://www.ausa.org/Pages/default.aspx)
LOGSA: [www.logsa.army.mil](http://www.logsa.army.mil)
Redstone TMDE Support: [https://tmdehome.redstone.army.mil/support.asp](https://tmdehome.redstone.army.mil/support.asp)
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By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

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