



Aviation Maintenance Training Program (AMTP)

Ground handling and service operations mishaps are 94% human error; these are Army Aviation's most preventable mishaps. The U.S. Army Combat Readiness Center identified performance-based errors as the leading factor. Performance-based errors are factors that occur when an individual performs specific actions in a manner that leads to a mishap and 34% of aviation ground mishaps are service operation. This is more widely known as improper maintenance procedures, directly associated with procedures not being followed correctly.



U.S. Army Spc. Mitchell Carroll, armament, electrical, and avionics repairer, Alpha "Assassins" Company, 1-3rd Attack Battalion, 12th Combat Aviation Brigade conducts scheduled maintenance of an AH-64D Apache Longbow helicopter at Lielvārde Air Base, March 10, 2022.

When I was the 277th ASB Production Control NCO, a good friend and one of my favorite people to talk maintenance with had a saying when it came to purchasing a commercial off-the-shelf system for the brigade: "Good, fast, cheap. Pick two." If you want it good and fast, it will not be cheap. However, when it comes to maintaining our aircraft, weapon systems, and ground support equipment, we must provide our commanders with maintenance that is good, fast, and cheap. We cannot afford to redo maintenance tasks in garrison with budget constraints and we certainly cannot afford it during combat operations when ground commanders rely

so heavily on our aircraft for maneuver, fires, and logistical support. Commanders have always been responsible for training their assigned maintenance personnel and provide the necessary resources for their NCOs to conduct the training. The Aviation Maintenance Training Program (AMTP) and TC 3-04.71 provide a guideline for commanders from the brigade to company levels to standardize the training within their units much like the Aircrew Training Program standardizes flight training for rated aviators and nonrated crewmembers.

The AMTP is not a new concept. It standardizes what many good platoon sergeants, first sergeants,

and commanders have done for a long time...train their Soldiers on maintenance skills and knowledge. The purpose of the AMTP is to provide commanders and individuals with an individual progression and sustainment process with measurable competencies, standardized task requirements and procedures, and standardized training records. This standardization enhances the program's transportability across all three components of the Army while giving commanders the flexibility to tailor the program to their units. The battalion commander oversees the program, approves the individual task lists for all aviation maintenance MOSs in the battalion, and provides their intent and guidance. The command sergeant major and battalion staff integrate the AMTP into the commander's training program, provide the necessary resources for maintenance training, and actively manage personnel with the company first sergeants.

The hangar is where most of the AMTP occurs. Company commanders, first sergeants, platoon leaders and sergeants, maintenance officers, production control, and quality control all work together to execute the training program. Newly assigned Soldiers receive a records review to help determine their maintenance level (ML). Depending on the previous experience level and the length of time away from maintenance, the Soldier may be evaluated on certain tasks to determine their ML. AIT graduates are considered Apprentice-ML0 and must have direct supervision when conducting training or maintenance tasks. A Journeyman-ML1 has demonstrated technical competency to perform any individual critical task list (ICTL) Skill Level (SL) 10 task with limited supervision. Repairer-ML2s are technically competent to lead a field maintenance team and capable of training ML0s. Senior Repairer-ML3s and Master Repairer-ML4s are selected because of their demonstrated technical qualifications and leadership

abilities. These NCOs assist the platoon sergeant and maintenance officer in administering the AMTP. The PC NCO, QC NCO, platoon sergeant, and ML4 work together daily to include training and evaluations concurrent with aircraft and back shops maintenance.

NCOs who know their Soldiers' training needs can use daily maintenance to build proficiency and competence to complete the ICTL tasks for the appropriate skill level. Building proficiency comes through repetition and feedback. Once a maintenance/training event is completed, the NCO records the results in the maintainer's training record. The training record gives the commander a snapshot of the overall maintenance competency of their unit. That snapshot helps inform decisions such as the composition of field maintenance teams, progressions to the next ML, and intra-battalion moves to spread out experience. For more information on the Aviation Maintenance Training Program, read TC 3-04.71 which can be downloaded at https://armypubs.army.mil/epubs/DR_pubs/DR_a/ARN35785-TC_3-04.71-001-WEB-2.pdf. ■

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U.S. Army Staff Sgt. Leon Watson, a technical inspector with Bravo Company, 28th Aviation Support Battalion, 28th Expeditionary Combat Aviation Brigade, inspects a safety wire on a UH-60 Black Hawk helicopter at an airfield in the 28th ECAB's area of operations in the Middle East. (U.S. Army photo by Sgt. Francis Calabro)