

TECHNICAL BULLETIN
MAINTENANCE EXPENDITURE LIMITS FOR
AVIATION SECONDARY ITEMS

FSC GROUPS
15, 16, 17, 28, 29, 49, 63, 66, 81

FSC CLASSES
1560, 1610, 1615, 1620, 1630, 1650, 1660, 1680,
1710, 1730, 1740, 2810, 2840, 2915, 2925, 2935,
2945, 2995, 4920, 6340, 6610, 6620, 8145

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***This TB supersedes TB 43-0002-1, dated 31 JULY 1995**

HEADQUARTERS, DEPARTMENT OF THE ARMY
05 OCTOBER 1998

TECHNICAL BULLETIN

NO. 43-0002-1

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, DC, 05 OCTOBER 1998

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REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS

You can help improve this bulletin. If you find any mistakes or if you know of a way to improve the procedures, please let us know. Mail your DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of this bulletin direct to: Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-RE-FF, Redstone Arsenal, AL 35898-5000. A reply will be furnished directly to you.

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***This technical bulletin supersedes TB 43-0002-1, 31 July 1995.**

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SECTION I. INTRODUCTION

1-1. Purpose. This Technical Bulletin (TB) implements the provisions of AR 750-1 (Army Materiel Maintenance Policies), and AR 750-2 (Army Materiel Maintenance Wholesale Operations). Maintenance Expenditure Limits (MELs) have been established to ensure that only the repairs that benefit the Army are accomplished. This TB is intended to be used for items in the following Federal Supply Classes (FSC) 1560, 1610, 1615, 1620, 1630, 1650, 1660, 1680, 1710, 1730, 1740, 2810, 2840, 2915, 2925, 2935, 2945, 2995, 4920, 6340, 6610, 6620, and 8145. It establishes the requirement to determine the cost of direct labor and material needed to restore an item to full serviceability. Expenditures for the repair of aircraft assemblies, modules, components, parts, and related ancillary or support items, including reusable shipping/storage containers, should not exceed the cost of replacing the item. This TB includes instructions for conducting wear and/or damage assessment evaluations, and provides guidance for requesting disposition instructions or waiver authorization from the U.S. Army Aviation and Missile Command (AMCOM). These instructions apply when wear, damage and/or deterioration exceeds the maximum allowable repair expenditure limits, or the needed repairs exceed the authorized limits stated in the applicable technical manual Maintenance Allocation Chart (MAC).

1-2. Scope. This TB applies to the Active Army, Army National Guard (ARNG), U.S. Army Reserve (USAR), Department of Defense (DOD) and other Government, or contract activities engaged in supply and maintenance (either contract or in house) of aircraft secondary items, aerial delivery, and life support equipment.

1-3. Responsibilities. Commanders or civilian supervisors at each management level are responsible to ensure full compliance with the procedures and criteria prescribed in this TB. Item managers at the National Inventory Control Point (NICP) will continuously monitor depot repair programs. Whenever a Unit Funded Cost (UFC) item exceeds the standard or planning price, appropriate action shall be taken. The item manager will grant waivers to exceed the MEL when deemed necessary, and they are responsible for maintaining an audit trail of all waivers.

1-4. Explanation of Terms. Terms used in this TB are defined as follows:

a. Maintenance Expenditure Limit (MEL). A maximum dollar limit, established by the appropriate Army Materiel Command (AMC) major subordinate command (MSC), which can be spent to repair an item and return it to a fully serviceable condition as defined by the appropriate TB, Technical Manual (TM), or Depot Maintenance Work Requirement (DMWR). The MEL factors for AVIM are expressed as a percentage of the items standard price. The depot MEL is expressed as a dollar amount that is established by the material proponent. This dollar amount when used with other factors determines if the repair is cost effective and in the best interest of the Army.

- b. **Damage Assessment Evaluation.** A thorough technical inspection of the wear, damage, and/or deterioration of an item to determine the extent of necessary repairs. This evaluation includes a complete analysis of all work and materials needed to restore the item to a fully serviceable condition.
- c. **Technical Inspection.** A visual, touch-and-feel inspection made by a technically qualified person (normally a quality control technical inspector (TI)). These inspections are performed according to maintenance performance standards specified in the appropriate technical publications. Faults, deficiencies, repair parts required, nature and extent of repair, overall condition, direct labor man-hours, and labor costs needed to restore the item to proper standards of serviceability are part of the technical inspection.
- d. **Economically Repairable.** An item that is repairable within guidelines; such as, ARs, TBs, TMs, and DMWRs, based on the item's life expectancy, its acquisition or replacement cost, and other relevant factors.
- e. **Standard Price.** The price established for each item in the Army and published in the Fed Log/Army Log. Procedures on what elements are used to construct the standard price for Procurement Appropriation (PA) items and Defense Business Operating Fund (DBOF) items are stated in AR 37-60.
- f. **Planning Price.** The estimated near future procurement price used by AMC MSCs when computing major item repair costs. The price is generated from the standard price and the approved inflation indices. It provides a price for preparing estimated item acquisition cost.
- g. **Estimated Total Cost to Repair.** An estimate of the total cost involved to restore an item to full serviceability. The estimated cost is determined by the repair assessment evaluation.
- h. **Reparable Secondary Item.** Replacement assemblies, module, components, or items other than a primary end item, which can be restored to perform all of its required functions by corrective maintenance.
- i. **Unit Funded Cost (UFC).** The fully funded burdened cost, which contains all applicable rates and surcharges associated with repairing an item at depot level maintenance.
- j. **Deterioration.** A gradual reduction in the structural integrity of an item, from its original state, caused by the environment and/or negligence. The most common causes of environmental deterioration are galvanic corrosion caused by dissimilar metals and moisture, oxidation (rust), elastomer degeneration caused by ozone attack, and polymer degradation caused by ultraviolet radiation. The most common cause of negligent deterioration is the failure to follow established maintenance procedures.
- k. **Damaged Beyond Repair.** Items damaged, destroyed, or deteriorated to the extent that functional components, structural parts, or assemblies can not be economically reclaimed for further use.

1-5. Procedures.

a. Activities that are considered as Aviation Unit Maintenance (AVUM) are limited to repairs authorized by the MAC in the appropriate Technical Manuals (TMs).

b. Organizations that are classified as Aviation Intermediate Maintenance (AVIM) will determine the practicality to repair prior to the start of any major repair action. The prime factor is the dollar cost of the required actions; however, other factors; such as, personnel proficiency, availability of jigs, fixtures, and test, measurement, and diagnostic equipment (TMDE) , and facility support capabilities must be considered. If the estimated cost to repair exceeds the limits in this TB, the item will be considered as eligible for disposal. Items that are considered economically repairable but exceed the capability of the evaluating activity will be evacuated to the next supporting maintenance activity or depot level facility.

c. Depot level activities will use the dollar cost to repair as the prime factor in determining MEL; however, the item manager at AMCOM may specify additional requirements that must be considered prior to the start of repairs.

d. Items that are exempt from MEL computation requirements:

1. Items designated for depot level repair/overhaul as the result of an AMCOM directive.
2. Items included in a HQ DA directed repair program.

e. All deteriorated and/or damaged items will be subjected to a repair assessment evaluation (technical inspection) to determine economic repair status. This evaluation must establish the full extent of the needed repairs, and the estimated cost to return the item to a fully serviceable condition. Maximum use will be made of authorized test and diagnostic equipment, and disassembly will be held to the minimum consistent with an adequate determination of maintenance required. Until the repair assessment evaluation is completed, and the decision to repair or dispose of the item has been made, comply with the following:

1. Conduct the Damage Assessment Evaluation. The evaluation will be conducted by a qualified technical inspector or supervisor. and documented on DA Form 2408-13-3 (Aircraft Technical inspection Worksheet), per DA PAM 738-751. Enter all faults, discrepancies, and parts/components that need replacement in Part I, Fault information, Faults/Remarks block of the DA Form 2408-13-3. Enter the National Stock Number (NSN)/Part Number (PN) of parts/components that need replacement, and the maintenance man-hours to repair the fault, discrepancy, and/or to replace the part/component in the corresponding Part II, Correction information, Action block of the DA Form 2408-13-3.

2. Prepare the Estimated Repair Appraisal. The same person that performed the Damage Assessment Evaluation should prepare the appraisal in accordance with Appendix B. It will become an attachment to the Request for Disposition/Waiver Memorandum, along with copies of the Damage Assessment Evaluation (DA Form 2408-13-3's).

3. Ensure that all actions required to prevent further deterioration or damage are taken.
4. Ensure that repair actions are not started until the repair is determined cost effective.
5. Requisitioning of repair parts is authorized only after the required repair/overhaul is determined cost effective.
6. Controlled exchange or cannibalization, as defined in AR 750-1, is authorized only after the item has been determined to be uneconomically repairable and is scheduled for disposal through the local Defense Reutilization and Marketing Office (DRMO).

f. Repair assessment evaluation for the purpose of determining economic repair status is not required below depot level maintenance in the following instances.

1. When the National Inventory Control Point (NICP) has indicated that the item should be repaired or returned regardless of cost. Such items will immediately be inducted into maintenance when the repair is within the capability and/or capacity of AVUM/AVIM or evacuated to depot level.

2. When items are assigned recoverability code "D" or "L."

3. When preliminary inspection of any item of material confirms that the item is obviously damaged beyond repair. Such items will be disposed of in accordance with applicable directives.

g. Under no circumstance will repair actions be divided into separate tasks to reduce total costs. Necessary repairs will not be deferred or omitted so as to reduce the total estimated repair cost/man-hours to a value less than prescribed by maximum maintenance expenditure limitations for the purpose of continuing the use of the material. Whenever the cost to repair exceeds the MEL, the item must be reported for disposition instructions or a waiver of MEL must be obtained.

h. An average cost to repair components or parts may be used at AVIM level when the repairs are conducted using a batch or production line process.

i. Unserviceable aircraft finite life secondary components with less than 100 hours of service remaining will not be evacuated for repair, but will be condemned in accordance with Section IX of TM 1-1500-328-23 (Aeronautical Equipment Maintenance Management Policies and Procedures).

SECTION II. REPAIR ASSESSMENT EVALUATION

2-1. Required Elements. A repair assessment evaluation is required, for all items identified as repairable at AVIM, prior to the start of any repair action, or the evacuation of the item. Depot level facilities are required to

perform a repair assessment evaluation before the item can be assigned a Procurement Request Order Number (PRON) , and inducted into the facility. The repair assessment evaluation consists of the following elements:

a. Technical Inspection. An inspection performed by a qualified TI possessing the Military Occupational Specialty (MOS) or civilian job classification suitable to the item being inspected. The inspection must determine and document the full extent of all faults and required actions, and identify all kits, components, parts, and materials needed to repair or overhaul the item on a DA Form 2408-13-3. The inspection is also used to determine the level of maintenance authorized by the applicable MAC. The letter "F" or "O" in the fourth column of the Uniform Source-Maintenance Recoverability (SMR) code in the appropriate -23P (Parts Manual) indicates that the item may be repaired at AVIM level. When an item is worn, damaged, and/or deteriorated beyond allowable repair limits, a technical inspection is not required.

b. Cost Appraisal. Perform the cost appraisal by determining and itemizing the dollar cost of all kits, components, parts, and materials needed for the repair/overhaul of the item. The standard price listed in the FED LOG/ARMY LOG should be used for the appraisal. Determine the element repair cost by totaling the cost of all needed components, parts, kits, and stock material.

2-2. Factors in Determining the Repair Cost Estimate. Repair costs are based on all costs required to return the item to a serviceable condition, as prescribed in the appropriate publications for the maintenance level that will accomplish the work.

a. If the repairs are determined to be within the scope of AVIM, the serviceability standards applicable to AVIM level will be used to determine required maintenance actions.

b. Maintenance activities above the AVUM level will use direct labor (military and civilian) man-hours, excluding the initial inspection cost. Direct labor includes labor that can be specifically identified with the repair. Direct labor rates, which apply to the total man-hours estimated, will be obtained using the procedures in Section III.

c. Direct materials include all repair parts, components, and kits applied during the repair program. The price used for repair items will be the standard price as stated in the FED LOG/ARMY LOG, except when local repair programs are already in effect. Use an estimated cost if materiel is required from local sources or if items need to be fabricated.

d. Depot level activities will include costs associated with indirect overhead, including the cost of operating the shop, and administrative expenses chargeable to the operation of the activity.

e. All costs related to contractual services will be included, whether the services will be for a complete repair or a small portion of the total repair.

f. Shipping and transportation costs include all costs involved in the preparation and movement of the item to the repair activity.

SECTION III. COMPUTATION OF REPAIR COST ESTIMATE

3-1. Estimated Cost of Repair for Activities Above the AVUM Level. Worksheet and procedures to determine the total estimated cost of repair follows:

- a. Estimated Repair Hours determine the estimated repair man-hours (military and/or civilian) for the tasks:
- b. Military Average Hourly Rate obtain the military average hourly wage rate of the person(s) performing the repairs and multiply the rate by the estimated number of military repair man-hours (3-1.a.).
- c. Civilian Hour Rate obtain the civilian average hourly wage rate of the person(s) expected to perform the repairs and multiply by a factor of 1.29, per AMC-R 750-51 (the factor compensates for holidays, sick and/or annual leave, and Government contributed benefits) , for the direct hourly rate. Then multiply the number of civilian repair man-hours (3-1.a.) by the direct hourly rate.
- d. Materiel Costs all repair parts and material directly applied and identifiable to the particular equipment undergoing repair.
- e. Indirect Costs labor identifiable to the maintenance activity; however, not identifiable to any particular job.
- f. Contractual Costs general and administrative expenses incurred in general management or supervision of the installation.
- g. Shipping/Transportation Costs all costs involved in preparing the item for shipment at point of use, and all transportation and handling costs from point of use to designated point of repair.
- h. Other Costs all other costs not included in the above elements.
- i. Total Repair Cost the sum of b, c, d, e, f, g, and h above.
- j. AVIM MEL Percentage Factor, Standard Price At AVIM level, determine the authorized MEL by multiplying the item price listed in the FED LOG/ARMY LOG by the appropriate FSC percentage factor stated in Appendix A. Depot MEL factor is 100 percent of the Standard Price. The resulting calculation is the maximum dollar amount authorized for the item's repair.

COMPUTATION WORKSHEET FOR ESTIMATING COST OF REPAIR AND MEL	
ELEMENTS	ESTIMATED COST
a) Estimated Repair Hours: Military _____; Civilian _____	
b) Military Average Hourly Rate _____ times Estimated Repair Hours equals	
c) Civilian Hourly Rate _____ times 1.29 times Estimated Repair Hours equals	
d) Materiel Costs	
e) Indirect Costs	
f) Contractual Costs	
g) Shipping/Transportation Costs	
h) Other Costs	
i) Total Repair Cost (b + c + d + e + f + g + h)	
j) AVIM MEL Percentage Factor _____ Standard Price \$ _____	

3-2. Feasibility of Repair Analyses.

a. The item can be repaired at AVIM level with no requirement to request disposition or waiver instructions from AMCOM, if all of the following questions can be answered "YES." If all of the questions can not be answered "YES," a request for disposition or waiver instructions must be submitted to AMCOM prior to the repair.

1. Does the applicable MAC authorize all required repairs?
2. Are all repair actions within the capability or capacity of the AVIM activity?
3. Is the element repair cost (total cost of all parts and materials) less than the MEL computed for the item?

b. A request for disposition or waiver instruction is required for any of the following conditions:

1. The required repairs are less than the MEL; however, the needed repairs are beyond the capability or capacity of the AVIM activity.
2. Required actions are coded as AVIM level repair and within the capability of the unit; however, the cost exceeds the MEL.
3. The AVIM activity has the tools and skills to accomplish the repair action, and the cost of needed repairs is less than the MEL, but some required actions are coded as depot level work in the MAC.

4. The AVIM activity has the tools and skills to accomplish the repair action, and some required actions are coded as depot level work in the MAC, and the cost of needed repairs exceeds the MEL.

5. The depot level repair costs exceed the authorized MEL for the PRON.

c. Items identified, as depot level repair/overhaul (recoverability codes of "D" and "L") will be shipped to the appropriate repair facility, using standard supply procedures. If a depot level item is not repairable, it will be condemned and disposed of locally per the instructions in Section IX, of TM 1-1500-328-23 (Aeronautical Equipment Maintenance Management Policies and Procedures).

SECTION IV. REQUEST FOR DISPOSITION OR WAIVER

4-1. Required Elements of a Disposition or Waiver Request from AVIM Activities.

a. A memorandum summarizing the problem will be completed and used as a cover sheet when requesting disposition or waiver instructions.

b. An Estimated Repair Appraisal will be prepared in duplicate per the instructions in Appendix B.

c. Two sets of copies of the DA Form 2408-13-3s completed during the Damage Assessment Evaluation will be attached to the Estimated Repair Appraisal. Retain the originals at the requesting activity until a response is received.

d. Disposition or waiver requests should be addressed to: Commander, U.S. Army Aviation and Missile Command, ATTN: AMSAM-MMC-VS, Redstone Arsenal, AL 35898-5000. If a response has not been received within 20 working days, telephone AMCOM Aviation Systems Directorate, DSN 897-1626/1627 or commercial (256) 313-1626/1627.

References:

AR 37-60

Pricing for Materiel and Services (Cited in para 1-4e)

AR 750-1

Army Materiel Maintenance Policies (Cited in para 1-1)

AR 750-2

Army Materiel Maintenance Wholesale Operations (Cited in para 1-1)

DA Pamphlet 738-751

Functional Users Manual for the Army Maintenance Management System-Aviation (TAMMS-A) (Cited in para 1-5e(1))

TM 1-1500-328-23
Aeronautical Equipment Maintenance Management Policies And
Procedures (Cited in para 1-5i)

AMC-R 750-51
Maintenance Expenditure limits (Cited in para 3-1c)

APPENDIX A

REPAIR EXPENDITURE FACTORS FOR SUPPLY CLASSES

1560	(Airframe Structural Components)
1610	(Aircraft Propellers)
1615	(Helicopter Rotor Blades, Drive Mechanisms, and Components)
1620	(Airframe Landing Gear Components)
1630	(Airframe Wheel and Brake Systems)
1650	(Airframe Hydraulic, Vacuum, and De-icing System Components)
1660	(Aircraft Air Conditioning, Heating, and Pressurizing Equipment)
1680	(Miscellaneous Aircraft Accessories and Components)
1710	(Aircraft Landing Equipment)
1730	(Aircraft Ground Servicing Equipment)
1740	(Airfield Specialized Trucks and Trailers)
2810	(Gasoline Reciprocating Engines, Aircraft, and Components)
2840	(Gas Turbines and Jet Engines, Aircraft, and Components)
2915	(Engine Fuel System Components, Non-Aircraft)
2925	(Engine Electrical System Components, Aircraft)
2935	(Engine Cooling Systems Components, Aircraft)
2945	(Engine Air and Oil Filters, Strainers, and Cleaners, Aircraft)
2995	(Miscellaneous Engine Accessories, Aircraft)
4920	(Aircraft Maintenance and Repair Shop Specialized Equipment)
6340	(Aircraft Alarm and Signal Systems)
6610	(Flight Instruments)
6620	(Engine Instruments)
8145	(Specialized Shipping and Storage Containers)

Depot level MEL for all supply classes listed in this appendix, will be computed at 100% of the price listed in the FED LOG/ARMY LOG (this price includes all DBOF surcharges)

AVIM level MEL will be computed using the following table:

STANDARD PRICE	MEL PERCENTAGE
\$1.00 to \$10,000	74%
\$10,001 to \$30,000	77%
\$30,001 to \$50,000	78%
\$50,001 to \$100,000	79%
\$100,001 or More	80%

APPENDIX B

INSTRUCTIONS FOR PREPARATION OF ESTIMATED
REPAIR APPRAISAL FOR AVIM UNITS AND DEPOT

Preparation instructions for the Estimated Repair Appraisal.

- a. **HEADER.** Enter "ESTIMATED REPAIR APPRAISAL."
- b. **FROM.** Enter the organization and address of the activity performing the Damage/Deterioration Assessment Evaluation.
- c. **EQUIPMENT NOMENCLATURE.** Enter the name of the item-requiring repair.
- d. **EQUIPMENT S/N.** Enter the item's serial number (if known or applicable).
- e. **HOURS OF OPERATION.** Enter the item's hours of operation (if known or applicable).
- f. **DATE.** Enter the date the appraisal was prepared.
- g. **TYPE OF INSPECTION.** Enter "TB 43-0002-1/TECHNICAL INSPECTION."
- h. **TOTAL REPAIR COSTS.** Enter the total cost to restore the equipment to prescribed serviceability (paragraph 3-1).
 - i. **TOTAL COST OF DIRECT MAINTENANCE MAN-HOURS.** Enter the cost of the direct maintenance man-hours (military obtain the military average hourly wage rate of the person to perform the repair and multiply the rate by the estimated number of military repair man-hours; civilian obtain the civilian average hourly wage rate of the person to perform the repair and multiply by a factor of 1.29, then multiply that number by the civilian repair man-hours).
 - j. **TOTAL COST OF REPAIR PARTS.** Enter the cost of all repair parts and materials to be applied and identifiable to the item-undergoing repair. Refer to applicable Supply manuals.
 - k. **TOTAL COST OF INDIRECT MAINTENANCE MAN-HOURS.** Enter the total cost of labor identifiable to the maintenance activity, but not identifiable to any particular job.
 - l. **TOTAL COST OF GENERAL AND ADMINISTRATIVE EXPENSES.** Enter the total costs incurred by general management or supervision of the installation.

m. **TOTAL COST OF TRANSPORTATION AND HANDLING.** Enter all costs involved in preparing the item for shipment at point of use and all transportation and handling costs from point of use to designated point of repair.

n. **OTHER COSTS.** Enter all other costs not included in the above elements.

o. **CONDITION SUMMARY.** Enter a statement as to the capability of the owning unit and/or supporting unit to repair the item, or whether it should be evacuated to a depot level facility, or sent to DRMO.

p. **PERSON PREFORMING THE DAMAGED ASSESSMENT EVALUATION.** Enter the name, grade, phone number (DSN/Commercial) , and signature of the person performing the damage assessment evaluation.

q. **MAINTENANCE OFFICER.** Enter the name, grade, and signature of the supervising officer or authorized representative.

ESTIMATED REPAIR APPRAISAL

FROM: 117TH AVN Co.(AVIM) , Ft. Eustis, Va. 23604.

EQUIPMENT NOMENCLATURE: Main Rotor Hub Assembly

EQUIPMENT S/N: A12141

HOURS OF OPERATION: 1933

DATE: 13 APR 95

TYPE OF INSPECTION: TB 43-0002-1/Technical Inspection

TOTAL REPAIR COSTS: \$7996.00

TOTAL COST OF DIRECT MAINTENANCE MAN-HOURS: S310.00

TOTAL COST OF REPAIR PARTS: \$7686.00

TOTAL COST OF INDIRECT MAINTENANCE MAN-HOURS: N/A

TOTAL COST OF GENERAL AND ADMINISTRATIVE EXPENSES: N/A

TOTAL COST OF TRANSPORTATION AND HANDLING: N/A

OTHER COSTS: N/A

CONDITION SUMMARY: 117th Avn. Co. (AVIM) is fully capable of performing the repairs on this OH-58C main rotor head. We have the facilities, technical expertise, and special tools required.

JOAN P. JONES SSG
DSN 927-1234

STEVEN F SMITH CPT

*Figure B-1
Illustration of Estimated Repair Appraisal*

AIRCRAFT TECHNICAL INSPECTION WORKSHEET														
For use of this form, see DA PAM 738-751; the proponent agency is DCSLOG														
1. ORGANIZATION 173 AVN CO (AVIM) FT EUSTIS VA 23604				2. MODEL HUB ASSY MAIN ROTOR				3. SERIAL NUMBER A12141			4. TYPE INSPECTION TI TB 43-0002-1			
PART I - FAULT INFORMATION						PART II - CORRECTION INFORMATION								
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS						
X	A	13APR95		0900	AA1234	ROUNDS	ACTION CODE	WUC						
FAULTS/REMARKS MAIN ROTOR GRIP CORRODED						ACTION NSN 1615-01-098-7496 MMH 2.5								
ACFT HRS		WHEN DISC		HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
		K		M										
DELAY				WUC		TIPIID			TI MANHOURS					
				06G01										
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS						
X	A	13APR9		0903	AA1234	ROUNDS	ACTION CODE	WUC						
FAULTS/REMARKS TENSION TORSION STRAP COATING DETERIORATED BEYOND LIMITS						ACTION NSN 1615-01-063-1268 MMH 1.0								
ACFT HRS		WHEN DISC		HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
DELAY				WUC		TIPIID			TI MANHOURS					
STATUS	SYS	DATE	NO	TIME	PID	DATE	TIME	ACFT HRS						
X	A	13APR		0903	AA1234	ROUNDS	ACTION CODE	WUC						
FAULTS/REMARKS ROLLER BEARINGS SEIZED						ACTION 3110-00-136-2375 2 EA MMH 2.5								
ACFT HRS		WHEN DISC		HOW REC	MAL EFF	PID	CAT	HRS	PID	CAT	HRS	PID	CAT	HRS
DELAY				WUC		TIPIID			TI MANHOURS					

FOD REMINDER: Check work area for tools and parts after completion of maintenance and inspection.

DA FORM 2408-13-3, OCT 97 DA FORM 2408-13-3, NOV 91, MAY BE USED

Figure B-2

Preparation of 2408-13-3 as enclosure to request for disposition or waiver memorandum AVIM/AVUM level maintenance

By Order of the Secretary of the Army

Official:

DENNIS J. REIMER
General United States Army
Chief of Staff

JOEL B. HUDSON
Administrative Assistant to the
Secretary of the Army
0997

DISTRIBUTION:

To be distributed in accordance with Initial Distribution Number (IDN) 342395, requirements for TB 43-0002-1.

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RECOMMENDED CHANGES TO EQUIPMENT TECHNICAL PUBLICATIONS



SOMETHING WRONG WITH THIS PUBLICATION?

THEN . . . JOT DOWN THE DOPE ABOUT IT ON THIS FORM, CAREFULLY TEAR IT OUT, FOLD IT AND DROP IT IN THE MAIL!

FROM: (PRINT YOUR UNIT'S COMPLETE ADDRESS)
PFC John DOE
CO 4th Engineer Bn
Ft. Leonardwood, MO 63108

DATE SENT
22 August 1992

PUBLICATION NUMBER
TM 1-1520-250-10

PUBLICATION DATE
15 June 1992

PUBLICATION TITLE
Operator's manual MH60K Helicopter

BE EXACT PIN-POINT WHERE IT IS

IN THIS SPACE, TELL WHAT IS WRONG AND WHAT SHOULD BE DONE ABOUT IT:

PAGE NO	PARA-GRAPH	FIGURE NO	TABLE NO
6	2-1 a		
B1		4-3	

In line 6 of paragraph 2-1a the manual states the engine has 6 cylinders. The engine on my set only has 4 cylinders. Change the manual to show 4 cylinders.

Callout 16 in figure 4-3 is pointed at a bolt. In key to figure 4-3, item 16 is called a shim. Please correct one or the other

PRINTED NAME, GRADE OR TITLE, AND TELEPHONE NUMBER
JOHN DOE, PFC (268) 317-7111

SIGN HERE
JOHN DOE *John Doe*

REVERSE OF DA FORM 2028-2

FILL IN YOUR
UNIT'S ADDRESS



FOLD BACK

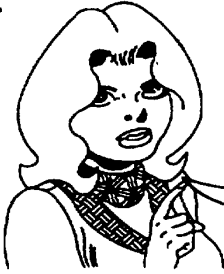
DEPARTMENT OF THE ARMY

OFFICIAL BUSINESS

Commander
U.S. Army Aviation and Missile Command
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