

7 SEP 77 18 210

UH-1-77-7
m/2 straps
204-012-112-5

ARMY

RAAUZYUW RULNNAC3454 2501740-UUUU--RUHMDTA.
ZNR UUUUU
R 071735Z SEP 77
FM CDR ARNG-OAC EDGEWOOD MD //NGB-AVN-L//
TO AIG 7401
INFO RUEAUSA/CNGB WASH DC //NGB-ARL-A//
P R 071315Z SEP 77 ZFF-4
FM CDRTSARCOM STL MD //DRSTS-MEU(2)//
BT

UNCLAS
NOTE CLN THIS IS A MAINTENANCE ADVISORY MESSAGE AND HAS NOT, REPEAT
HAS NOT, BEEN TRANSMITTED TO UNITS SUBORDINATE TO ADDRESSEES.
ADDRESSEES SHOULD IMMEDIATELY RETRANSMIT THIS MESSAGE TO ALL
SUBORDINATE UNITS, ACTIVITIES OR ELEMENTS AFFECTED OR CONCERNED,
THE RETRANSMITTAL SHALL REFERENCE THIS MESSAGE.
SUBJECT CLN MAINTENANCE ADVISORY MESSAGE CONCERNING MAIN ROTOR
RETENTION STRAP ASSEMBLIES UTILIZED ON UH-1C/D/H/M AND AH-1G/Q/S
SERIES HELICOPTERS (UH-1-77-7 AND AH-1-77-19)
A. CDRTSARCOM 031630Z MAR 77 (UH-1-77-6)
1. THE PURPOSE OF THIS MESSAGE IS TO PROVIDE INFORMATION CONCERNING
THE MAIN ROTOR RETENTION STRAP ASSEMBLIES UTILIZED ON THE
UH-1C/D/H/M AND AH-1G/Q/S SERIES HELICOPTERS.

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2. STRAP ASSEMBLIES P/N 204-012-112-5 UTILIZED ON THE UH-1D/H AND P/N 204-012-112-7 UTILIZED ON THE UH-1C/M AND AH-1G/Q/S ARE NOW OUT OF PRODUCTION AND HAVE BEEN REPLACED BY NEW STRAP ASSEMBLIES WHICH HAVE A MORE DURABLE, DAMAGE RESISTANT URETHANE COVERING, THE NEW STRAP ASSEMBLIES P/N 204-012-122-1 FOR THE UH-1D/H AND P/N 204-012-122-3 FOR THE UH-1C M AND AH-1G Q S WILL BEGIN TO BE ISSUED ON AN ATTRITION BASIS AS SUPPLIES OF THE OLD ASSEMBLIES ARE EXHAUSTED. THE NEW P/N 204-012-122-1/3 ASSEMBLIES HAVE BEEN ASSIGNED THE SAME FINITE LIFE AND HISTORICAL DATA REQUIREMENTS AS THE ITEMS THEY REPLACE.
3. ADDITIONALLY, STRAP ASSEMBLIES P/N 204-012-122-1 DO NOT REQUIRE THE SPECIAL 300 HOUR INSPECTION INSTITUTED BY REFERENCE A FOR STRAP ASSEMBLIES P/N 204-012-112-5 S/N 41623 THROUGH 54362 (THE LAST 204-011-112-5 STRAP PRODUCED).
4. WITH REGARD TO PARAGRAPH 3 OF REFERENCE A, STRAP ASSEMBLIES P/N 204-012-112-5 REJECTED AS A RESULT OF THE SPECIAL 300 HOUR INSPECTION SHALL BE DISPOSED OF LOCALLY.
5. TSARCOM POINT OF CONTACT CONCERNING THIS MESSAGE IS CHARLES BRIGHT, AUTOVON 698-5914 OR COMMERCIAL 314-268-5914.

#3454

2 Apr 77 00 16Z

*UH-1-77-7
Phased maint
check list*

RTTUZEXW RULNNAC1216 0912224ZUUUU=GRUMDTA;
ZNR UUUUU
R 012131Z APR 77 ZEX
FM MGR ARNG-DAO EDGEWOOD MD//NOB=AVN=L//
TO AIG 7481
INFO RUHTFFA/CDR USAAVS00M STL MO//DRSAV-P//
RUCLHTA/CDRFORS00M FT MCPHERSON GA//AFLG-REA//
RUCLEJA/CDRUSATC FT EUSTIS VA//ATSP-CTD-MS//
RUEADND/ONGB WASHDC//NOB-ARL-A//

ARMY

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SUBJ OLN ACFT PHASED MAINT CHECKLIST

- A. TM55-1522-210-PM, DEC 76,
 - B. TM55-1522-217-PM, DEC 76,
 - C. CDR USAAVS00M DRSAV-FBW SUBJ OLN CLARIFICATION OF UH-1D AND CH-47B/C PHASED MAINT CHECKLISTS (PMOIS) (UH-177-7/CH-47-77-2),
1. THE INSPECTION PROCEDURES CONTAINED IN REF A AND C HAVE GENERATED SIGNIFICANT CONTROVERSY WITHIN THE ARNG AVN COMMUNITY. NUMEROUS QUESTIONS REGARDING ADMINISTRATIVE REQUIREMENTS, CLARITY, AND THE EFFECTIVENESS OF THE PROCEDURES STATED IN PAGES 1-2 THRU 1-4; REF A AND B ABOVE, HAVE BEEN RECEIVED.
2. THE ARNG HAS PREPARED A DA FORM 2488 IN THE FOL FORMAT FOR

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SUBMISSION TO CDR USAAVS00M,
A. TM55-1522-210-PM, DEC 76; UH-1D/H ACFT PHASED MAINT CHECKLIST;

PAGE 1-2, PARA 1-3B; PROPOSED CHANGE OLN LAST SENTENCE, DELETE AND THE COMPLETED INSPECTION CHECKLIST WILL BE AFFIXED TO THE DA FORM 2488-13, REASON OLN DISPOSITION IS ADDRESSED IN SUBPARAGRAPH E.

B. PAGE 1-3/1-4, PARA 1-3B; PROPOSED CHANGE OLN E. UPON COMPLETION OF THE INSPECTION, THE CHECKLIST SHALL BE FILED WITH THE AIRCRAFT HISTORICAL RECORDS, UNTIL THE NEXT PHASE IS COMPLETED. THIS WILL PROVIDE A RECORD OF ALL CORRECTED/UNCORRECTED FAULTS AND DEFICIENCIES. ALL UNCORRECTED FAULTS AND DEFICIENCIES WILL BE TRANSFERRED TO DA FORM 2488-13, AIRCRAFT INSPECTION AND MAINTENANCE RECORD, IAW TM 38-752. REASON OLN LOCAL RETENTION OF PAST PHASES IN UNIT FILES IS NOT SUPPORTED BY NEED. CURRENT SYSTEM REQUIRES ONLY 6 MONTHS RETENTION. THERE IS ENOUGH DATA IN THE COMPLETED CURRENT PHASE PLUS HISTORICAL DATA IN THE AIRCRAFT LOGBOOK TO PROVIDE MAINTENANCE INFORMATION IN SUPPORT OF ACCIDENT INVESTIGATION.

C. PAGE 1-3/1-4, PARA 1-3F; PROPOSED CHANGE OLN F. DA FORMS 2484 ARE USED TO REFLECT DISCREPANCIES OVER THE SPACE PROVIDED IN

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THE "FAULTS AND/OR REMARKS" COLUMN, THE FORMS WILL ATTACHED TO THE
BACK OF THE COMPLETED INSPECTION AREA AND THE NUMBER OF DA FORMS 2484
INDICATED AT THE TOP RIGHT HAND SIDE OF THE AREA SOLN 1, E., "4 EA
ADDITIONAL 2484 FORMS ATTACHED", REASON CLN PREVIOUS SYSTEM OF
INSPECTION AMASSED AS MANY AS 90 PAGES OF DEFECTS OR CONDITIONS SOLN
THEREFORE, IT IS NOT ANTICIPATED THAT THE MANUAL WILL CONTAIN
SUFFICIENT SPACE FOR RECORDING ALL DEFECTS, LOCAL REPRODUCTION
OF FORMS AS RECOMMENDED IN CONVERSATION WITH DRSAV-FRT, IS WASTEFUL.
THIS PUBLICATION WAS DESIGNED TO BE SEPARATED INTO AREAS, DISTRIBUTED
TO THE MECHANICS ASSIGNED TO THAT AREA TO COMPLETE ALL NECESSARY
ACTIONS, AND WHEN ALL AREAS ARE COMPLETED, BE REASSEMBLED FOR FILE.
C. PAGE 1-3/1-4, PARA 1-4, PROPOSED CHANGE CLN LAST SENTENCE:
UPON COMPLETION OF THE PHASED INSPECTION AIRCRAFT RECORDS WILL
BE AMENDED TO REFLECT REVISED SERIAL NUMBER, NO DISASSEMBLY OF
COMPONENTS, OTHER THAN THAT WHICH IS NECESSARY TO CONDUCT THE CURRENT
PHASE, WILL BE ACCOMPLISHED, REASON CLN THERE IS NO "SERIAL NUMBER
CHECKLIST". SERIAL NUMBERS ARE RECORDED ON THE DA FORM 2488-16,
HISTORICAL RECORD FOR TBO AND FINITE COMPONENTS/ITEMS, TO
DISASSEMBLE COMPONENTS TO CONDUCT A RECORD CHECK RESULTS IN
UNNECESSARY WORKLOAD AND COMPONENT WEAR.

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D. PAGE 1-3/1-4, PARA 1-7, PROPOSED CHANGE CLN LAST SENTENCE:
DELETE TECHNICAL INSPECTORS SOLN ADD SUPERVISORS, REASON CLN TECHNICAL
INSPECTORS ARE NOT RESPONSIBLE FOR MANY OF THE RECORDS LISTED IN
TABLE 1-2, THE SUPERVISOR OF THE AREA RESPONSIBLE FOR THE RECORDS
SHOULD INITIAL.
E. PAGE 1-3/1-4, PARA 1-8, PROPOSED CHANGE CLN 1-8, SIGNATURE
SHEET, ALL PERSONNEL PERFORMING THE APPLICABLE INSPECTION
REQUIREMENTS AND MAINTENANCE TASKS SHALL PLACE THEIR SIGNATURE AND
INITIALS ON THE SIGNATURE SHEET PROVIDED (TABLE 1-3). TECHNICAL
INSPECTORS SHALL ASSURE THAT ONLY THOSE INITIALS OF PERSONNEL
APPEARING ON THE SIGNATURE SHEET ARE BEING USED TO CLEAR INSPECTION
REQUIREMENTS, CONDITIONS, OR FAULTS. THE INDIVIDUALS WHO ARE
COMPLETING THE INSPECTION REQUIREMENTS WILL SEQUENTIALLY RECORD
FAULTS AND/OR CONDITIONS THAT CREATES A STATUS SYMBOL ENTRY.
SIGN OFF OF THESE RECORDED ITEMS WILL BE INDICATED IN TM 38-798, IN
THE EVENT THAT AN INSPECTION ITEM IS COMPLETED WITHOUT CREATING A
FAULT/REMARK OR WHEN ALL FAULTS AND REMARKS ARE APPROPRIATELY
CLEARED, THE INDIVIDUAL CONDUCTING THE INSPECTION WILL PLACE HIS
INITIAL OVER THE ITEM NUMBER IN THE "INSPECTION REQUIREMENTS"
SECTION, THESE ACTIONS SHOULD ASSURE CONTINUITY OF OPERATIONS.

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REASON CLN THE PRESENT SYSTEM APPEARS TO REQUIRE A THREE-MAN CHECK
AND VERIFY SYSTEM TO CONDUCT AN AIRCRAFT PHASE MAINTENANCE, SUCH A
SYSTEM IS INEFFICIENT USE OF MANPOWER, AND IS NECESSARY ONLY ON THE
MOST CRITICAL OF OPERATIONS, SUCH AS NUCLEAR WEAPONS SYSTEMS. AN

AIRCRAFT TECHNICAL INSPECTOR SHOULD CERTIFY ONLY THOSE ITEMS THAT ARE CRITICAL TO FLIGHT SAFETY, AN AIRCRAFT MECHANIC MAY SIGN OFF ON CORRECTION OF OTHER FAULTS, A SERIES OF THREE INITIALS FOR EACH INSPECTION ITEM, IN ADDITION TO THOSE REQUIRED FOR SIGN OFF OF A FAULT, DEVELOPS SUCH CONFUSION THAT THE MEANING OF EACH INITIAL IS LOST, THIS DEGRADES THE SIGN OFF PROCEDURE TO AN INITIALIZING EXERCISE, THE OBJECT IS TO MAINTAIN AIRCRAFT, NOT GENERATE UNNECESSARY AND CONFUSING ADMINISTRATION.

4. PENDING FINAL RESOLUTION OF THE PROBLEM AREAS, INTERIM AUTHORITY IS GRANTED TO IMPLEMENT THE RECOMMENDATIONS IN PARA 2 ABOVE, USERS SHOULD SUBMIT DA FORM 2028 TO SUPPORT THESE AND/OR OTHER RECOMMENDATIONS, TO ODR USAAVS00M, ATTN: CLN DRSAV-FRT, WITH AN INFO COPY TO NGB-AVN-L, POINT OF CONTACT AT NGB-AVN-L IS MAJ BOWES, AUTOVON 584-2027.

BT
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PRIORITY

PAAUZEXW RULNNAC0693 0600315-UUUU--RUMMDTA.
ZNR UUUUU
P R 090315Z MAR 77 ZEX
FM CDR ARNG-OAC EDGEWOOD MD//NGB-AVN-L//
TO AIG 7401
INFO RUEFHQA/CNGB WASH DC/CNGB-ARL-A//
P R 082100Z MAR 77
FM CDR USAAVSCOM STL MO//DRSAV-FEN//
TO AIG 8861

Army

UH-1-77-7?
maint check list

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SUBJECT - CLARIFICATION OF UH-1D AND CH-47B/C PHASED MAINTENANCE CHECKLISTS (PMC'S) (UH-1-77-7/CH-47-77-2)

1. THERE ARE CERTAIN CLARIFICATIONS REQUIRED TO THE UH-1D/H AND CH-47B/C PHASED MAINTENANCE CHECKLISTS (PMC'S) AND OTHER APPLICABLE TM'S WHICH ALSO PROVIDE DIRECTION FOR INSPECTING ARMY AIRCRAFT. SUCH APPLICABLE PUBLICATIONS WILL BE REVISED

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TO BE COMPATIBLE WITH THE PHASED MAINTENANCE CHECKLISTS, THE PURPOSE OF THIS MESSAGE IS TO PROVIDE CLARIFICATION BETWEEN SUCH DOCUMENTATION.

2. PARA 1-3(E) OF THE PMC STATES, "UPON COMPLETION OF THE INSPECTION, THE CHECKLIST SHALL BE FILED WITH THE AIRCRAFT HISTORICAL RECORDS UNTIL THAT PHASE IS REPEATED DURING THE NEXT CYCLE". THIS STATEMENT IS IN CONFLICT WITH THE PARAGRAPH IN TM 38-750 ENTITLED, "AIRCRAFT INSPECTION AND MAINTENANCE RECORD (DA FORM 2400-13)". THIS PARAGRAPH STATES THAT DA FORM 2400-13 WILL BE MAINTAINED FOR SIX MONTHS AND THEN DESTROYED. THIS DISPOSITION INSTRUCTION FOR DA FORM 2400-13 IS NOT CHANGED BY THE PMC. HOWEVER, IT IS REQUIRED BY THE PMC THAT THE CHECKLISTS COMPLETED FOR EACH PHASE BE RETAINED UNTIL THAT SAME PHASE IS COMPLETED DURING THE NEXT CYCLE. FOR EXAMPLE, A UNIT COMPLETES A CHECKLIST FOR PHASE 1 OF THE FIRST CYCLE. THAT CHECKLIST WILL BE FILED IN THE AIRCRAFT HISTORICAL RECORDS UNTIL PHASE 1 OF CYCLE 2 IS COMPLETED 900 HOURS LATER. THE PURPOSE OF THIS REQUIREMENT IS TO PROVIDE DATA FOR FUTURE REVISIONS AND UPDATES TO THE PMC.

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3. CLARIFICATION IS ALSO REQUIRED RELATIVE TO THE INSTRUCTIONS GIVEN IN PARA 1-6 OF THE PMC. THE PROCEDURE DESCRIBED IN THIS PARAGRAPH SIMPLY REQUIRES THAT AFTER PERFORMING THE INSPECTION, THE INSPECTOR PLACE HIS INITIAL IN THE INITIAL COLUMN ADJACENT TO EACH INSPECTION REQUIREMENT LISTED. THE MECHANIC PERFORMING CORRECTIVE ACTION AGAINST AN INDICATED FAULT/DEFICIENCY WILL THEN PLACE HIS INITIAL DIRECTLY BENEATH THE INSPECTOR'S INITIAL AFTER THE CORRECTIVE ACTION HAS BEEN COMPLETED. THE TECHNICAL INSPECTOR (TI), WHO VERIFIES THE MECHANIC'S CORRECTIVE ACTION, WILL THEN PLACE HIS INITIAL DIRECTLY BENEATH THE MECHANIC'S INITIAL SIGNIFYING HIS APPROVAL OF THE CORRECTIVE ACTION. INITIALING THE PMC INSPECTION REQUIREMENTS IN THE MANNER AND ORDER DESCRIBED PERMITS THE PERSON REVIEWING THE CHECKLIST (I.E. MAINTENANCE SUPERVISOR OR MAINTENANCE OFFICER) TO QUICKLY DETERMINE THAT ALL INSPECTION REQUIREMENTS HAVE BEEN ACCOMPLISHED AND ALL FAULTS/DEFICIENCIES CORRECTED AND VERIFIED PRIOR TO RELEASING THE AIRCRAFT FROM INSPECTION. THE PROCEDURE IN TM 38-758 APPLICABLE TO CLEARING THE AIRCRAFT STATUS SYMBOLS AND SIGNING OFF CORRECTIVE ACTIONS ARE NOT CHANGED AND APPLY

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TO CLEARING STATUS SYMBOLS AND SIGNING OF CORRECTIVE ACTION IN THE PMC.

4. UNTIL ALL APPLICABLE PUBLICATIONS CAN BE REVISED, SOME CONFLICT WILL EXIST BETWEEN UH-1D/H AND CH-47B/C PMC'S AND OTHER ASSOCIATED TM'S WHICH CONTAIN SPECIAL INSPECTIONS AND INSPECTIONS OF SUCH EQUIPMENT AS AVIONICS, ARMAMENT, ETC. THIS CONFLICT EXISTS BECAUSE OF THE PMC BASES INSPECTION FREQUENCIES ON 100 HOUR INTERVALS, CALLED PHASES WHILE ASSOCIATED TM'S ON AVIONICS, ARMAMENT, ETC. BASE INSPECTION FREQUENCIES ON 25, 50 AND 75 HOUR INTERMEDIATE INSPECTIONS, OR ON SOME NUMBERED PERIODIC INSPECTION, PRESENTLY SUCH DOCUMENTS UNDER THE PROVENIENCY OF AVSCOM ARE BEING REVISED TO BE COMPATIBLE WITH THE PMC WHERE NECESSARY. MEANWHILE, UNTIL ALL AFFECTED DOCUMENTS OBTAIN SUCH COMPATIBILITY, THE INSPECTION FREQUENCIES CALLED FOR IN THE APPLICABLE TM'S WILL BE ACCOMPLISHED AT EQUIVALENT FLYING HOUR PERIODS. FOR EXAMPLE, AN AVIONICS OR ARMAMENT TM REQUIRES AN ITEM TO BE INSPECTED EVERY 6TH PERIODIC, THE EQUIVALENT FLYING HOUR PERIOD FOR THIS ITEM TO BE INSPECTED UNDER THE PHASED MAINTENANCE CONCEPT WOULD BE EVERY 600 HOURS.

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IF THERE IS A REQUIREMENT TO INSPECT AN ITEM AT THE 3RD INTERMEDIATE, THE EQUIVALENT FLYING HOUR PERIOD WOULD BE EVERY 75 HOURS. EACH UNIT WILL BE REQUIRED TO KEEP TRACK OF THE "NEXT INSPECTION DUE" TIME.

5. AT THE TIME AN AIRCRAFT CHANGES OVER TO THE PHASED MAINTENANCE

CEPT, THE INSPECTION REQUIREMENTS WHICH DO NOT CONFORM TO THE PMC MUST BE EVALUATED AND ACCOMPLISHED IN ACCORDANCE WITH THE CHANGEOVER INSTRUCTIONS SPECIFIED IN TM 55-1520-337-24, "PHASED MAINTENANCE SYSTEM FOR ARMY AIRCRAFT". THIS WILL PREVENT EXCEEDING REQUIRED INSPECTION INTERVALS, AS THE VARIOUS TMS ARE REVISED TO BE COMPATIBLE WITH THE PMC, THE FREQUENCY OF THE AFFECTED INSPECTIONS WILL BE REVISED WHERE POSSIBLE SO THAT THEY WILL COINCIDE WITH THE INTERVALS IN THE PMC, THIS WILL MINIMIZE SPECIAL INSPECTION REQUIREMENTS.

6. WE HAVE BEEN ADVISED THAT THE PHASED MAINTENANCE CHECKLISTS (PMC'S) ARE NOT BEING RECEIVED IN SUFFICIENT QUANTITIES BY SOME UNITS. SUCH SHORTAGES WILL CAUSE A DELAY IN GETTING ALL AFFECTED AIRCRAFT CHANGED OVER TO THE PHASED MAINTENANCE SYSTEM. A NEW PMC IS REQUIRED EACH TIME A PHASED INSPECTION IS ACCOMPLISHED ON AN AIRCRAFT. FOR EXAMPLE, IF A UNIT

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HAS 100 UH-1D/H AIRCRAFT, IT WOULD NEED 100 COPIES OF THE PMC (ONE FOR EACH AIRCRAFT) TO ACCOMPLISH THE CHANGEOVER TO PHASED INSPECTIONS (I.E. PHASE 1). BASED ON THE PRESENT FLYING HOUR RATE FOR UH-1D/H AND CH-47B/C AIRCRAFT, RECOMMEND EACH UNIT OBTAIN THREE (3) COPIES OF THE PMC FOR EACH SUCH AIRCRAFT. UNITS HAVING A HIGH MONTHLY FLYING HOUR RATE (OR MORE HOURS PER MONTH) SHOULD OBTAIN FOUR OR FIVE PL. AIRCRAFT.

7. FOR UNITS NOT FAMILIAR WITH THE TECHNICAL MANUAL REQUISITIONING PROCESS, IT IS SUGGESTED THAT A DA FORM 17 TO UPDATE PINPOINT ACCOUNTS (REFERENCE DA PAMPHLET 318-10) BE SUBMITTED WITH THE ADDITIONAL REQUIREMENTS FOR PMC'S BASED ON FLYING HOUR RATES. UNITS ARE REQUESTED NOT BE ORDER EXCESSIVE QUANTITIES OF THE PMC'S.

8. SINCE THE PMC'S ARE NEW, SOME CHANGES ARE ANTICIPATED. IT IS REQUESTED THAT ALL DISCREPANCIES IN THE PMC'S BE BROUGHT TO THE ATTENTION OF AVSCOM THROUGH THE LOCAL AVSCOM PNT, THE AVSCOM DIRECTORATE FOR MAINTENANCE, ATTN - DRSAV-FEN, OR BY SUBMISSION OF A FORM 2020.

9. THE OBJECTIVE OF PHASED MAINTENANCE IS TO TAKE THE

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"OVERKILL" OUT OF THE INSPECTION SYSTEM AND THUS INCREASE AIRCRAFT AVAILABILITY AND REDUCE MAINTENANCE MAN-HOURS AT NO DECREASE IN SAFETY AND RELIABILITY. POINT OF CONTACT FOR THIS ACTION IS - JACK MCCLUSKIE, 268-3066, AUTOVON 698-3066.

BT
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