OSD Maintenance Challenge

Abstract Form	
Paper Title:	Flightline Cross Utilization Training
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Abstract: (300-500 words)

The overall reduction of personnel across the force has left flight line maintainers task saturated and requiring assistance in supporting the growing flying hour program requirements. Currently here at Spangdahlem Air Base, maintenance technicians perform 17.6 maintenance hours to 1 flying hour, compared to 7.5 in 2012. This has been caused by a 19% manning reduction in flight line maintainers, coupled with a 19% increase in the flying hour program over the last two years. To combat this, the 52d Maintenance Training Section (MTS) conducted a Curriculum Advisory Committee in conjunction with subject matter experts from the 52d Aircraft Maintenance Squadron (AMXS). A list of 29 tasks that back shop maintainers could be trained on (such as aircraft marshaling, towing, egress familiarization, etc.) was developed, as well as a 32 hour flight line training course taught by MTS. This course consists of four days of instruction, one day of flight line immersion with instructor assistance, and four days of flight line on the job training where back shop maintainers will get real-world flight line experience. The maintainers chosen to attend this training will be selected by their flight leadership, then must pass the training course as well as the four day on the job training session. The goal of this process is to create a pool of 24 augmented maintainers, who will support flight line operations in teams of six per week when called upon. If this program is utilized weekly, the 52d AMXS would receive an additional 17,200 man hours per year to help support the flying hour program, or an increase in available man hours of 15.1%. Another benefit would be the expansion of the qualified maintainer manning pool by 13%. This would allow for a substantial increase in aircraft availability, as flight line maintainers would have much more time to repair the aircraft, rather than handle tasks that would now be completed by back shop personnel augmentation. The back shop personnel would also experience firsthand the impact of how their particular system operates on the jet.