U.S. Navy Aviation Structural Mechanic (AM) - GENERAL AIRCRAFT MAINTENANCE, CONSTRUCTION AND MATERIALS, HARDWARE, NONMETALLIC REPAIR, AND NONDESTRUCTIVE INSPECTIONS, WELDING, AND HEAT TREATMENT

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INTRODUCTION TO CHAPTER ONE - GENERAL AIRCRAFT MAINTENANCE:

INTRODUCTION
This chapter discusses the various types of routine aircraft maintenance performed by the AM ratings. When performing any type of maintenance, it is your responsibility to comply with all safety procedures and tool control requirements. Because no one set of rules applies to all aircraft, you should refer to the maintenance instruction manual (MIM) for the tools, materials, and procedures required for that particular aircraft or piece of equipment.

TOOL CONTROL PROGRAM
LEARNING OBJECTIVE: Recognize the importance of the Navy's Tool Control Program (TCP).

Major problems, such as aircraft accidents and incidents, may result from tools left in an aircraft after maintenance has been performed. Tools out of place may result in foreign object damage (FOD). To reduce the potential for tool FOD-related mishaps, the Tool Control Program (TCP) provides a means of rapidly accounting for all tools after completing a maintenance task on an aircraft or its related equipment.

TOOL CONTAINERS
The means by which tools can be rapidly inventoried and accounted for is accomplished by using silhouetted tool containers. All tools have individual silhouetted locations that highlight a missing tool.

These containers are called "shadow boxes." A shadow (silhouette) of the tool identifies the place where the tool belongs. The TCP is based on the instant inventory

concept and is accomplished, in part, through the use of shadow boxes. See figure 1-1. On containers where silhouetting is not feasible, a note with the inventory and a drawing of the container is included. Either system enables the work center supervisor or inspector to quickly ensure that all tools have been retrieved after a maintenance action.

The material control officer is responsible for coordinating the TCP and for ensuring that tools are procured and issued in a controlled manner consistent with the approved tool control plan (TCPL). A TCPL contains information that includes material requirements, tool inventories, and detailed instructions for the implementation and operation of the TCPL for a specific type/model of aircraft. But the main responsibility relies with the work center and quality assurance.

QUALITY ASSURANCE/ANALYSIS (QA/A) RESPONSIBILITIES

The QA/A division is responsible for monitoring the overall Tool Control Program in the command. While monitoring the program or performing "spot checks," the QA/A division will ensure that tool control procedures are being adhered to. Some of the special requirements are to ensure the following:

1. That all tools are etched with the organization code, work center, and tool container number.

2. That special accountability procedures are being complied with for those tools not suitable for etching; for example, drill bits (too hard) and jewelers screwdrivers (too small).

3. That work center inventories are being conducted and procedures are being adhered to during work center audits and periodic spot checks.

4. That all equipment, in the work centers or tool control centers, that require calibration is scheduled and calibrated at the prescribed interval.

5. That defective tools received from supply are reported to the Fleet Material Support Office (FLEMATSUPPO) via CAT II Quality Deficiency Reports (QDRs).

6. That tools of poor quality are reported to

FLEMATSUPPO via CAT II QDRs.

7. That VIDS/MAFs are annotated with a tool container number, and appropriate initials are obtained following task completion/work stoppage.

8. That the department's tool control environment is maintained when work is to be performed by contractor maintenance teams or depot field teams. A QAR will brief field team/contractor supervisor/leader(s) upon their arrival regarding the activity's TCP. Depot teams working in O- or I-level facilities will comply with the host activity's T

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