LtCol Jay B. Montgomery
Commanding Officer,
CNATT New River, NC
CH-53D/E, CH-46E and
V-22A/B

COMMAND INFORMATION

- **On-hand Strength**

  169 Permanent Personnel,1 Civilian and 7 Air force Instructors
- **Personnel Break down**
  - Marine:
    - 6 Officers
    - 162 Enlisted
      - 66 SNCOS
      - 86 NCO's
      - 10 Lcpl and below
  - Navy: 1 CPO
  - Civillian: Mr. Bob Adelsperger (FTS)
  - Air Force: 7 Enlisted Instructors

COMMAND INFORMATION

ANNUAL STUDENT THROUGHPUT

CH-53	558
CH-46	343
V-22	161
TOTAL	1062

Avg. Student Strength		**Avg. # of classes**
CH53	96	12
CH46	76	8
V-22	36	4

OPPORTUNITIES

In Marine Transitions

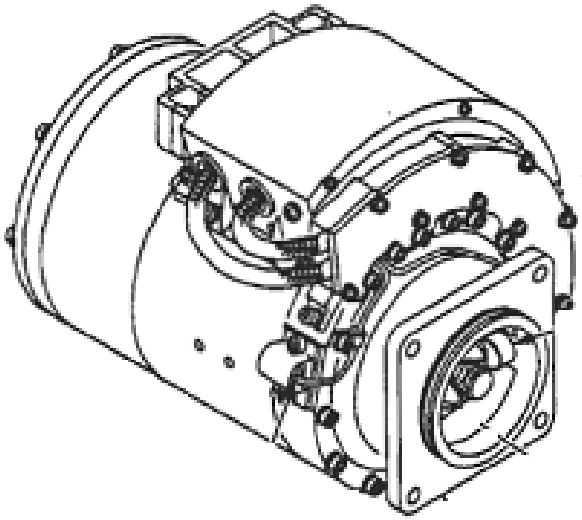
Today		Tomorrow
KC-130 R/T/J		KC-130J
CH-46E		MV-22
UH-1N AH-1W	 	UH-1Y AH-1Z
SHADOW	 	VUAV
CH-53E CH-53D		CH-53K
F/A-18 AV-8B EA-6B		F-35B JSF
VH-3 VH-60		VH-71

METRICS

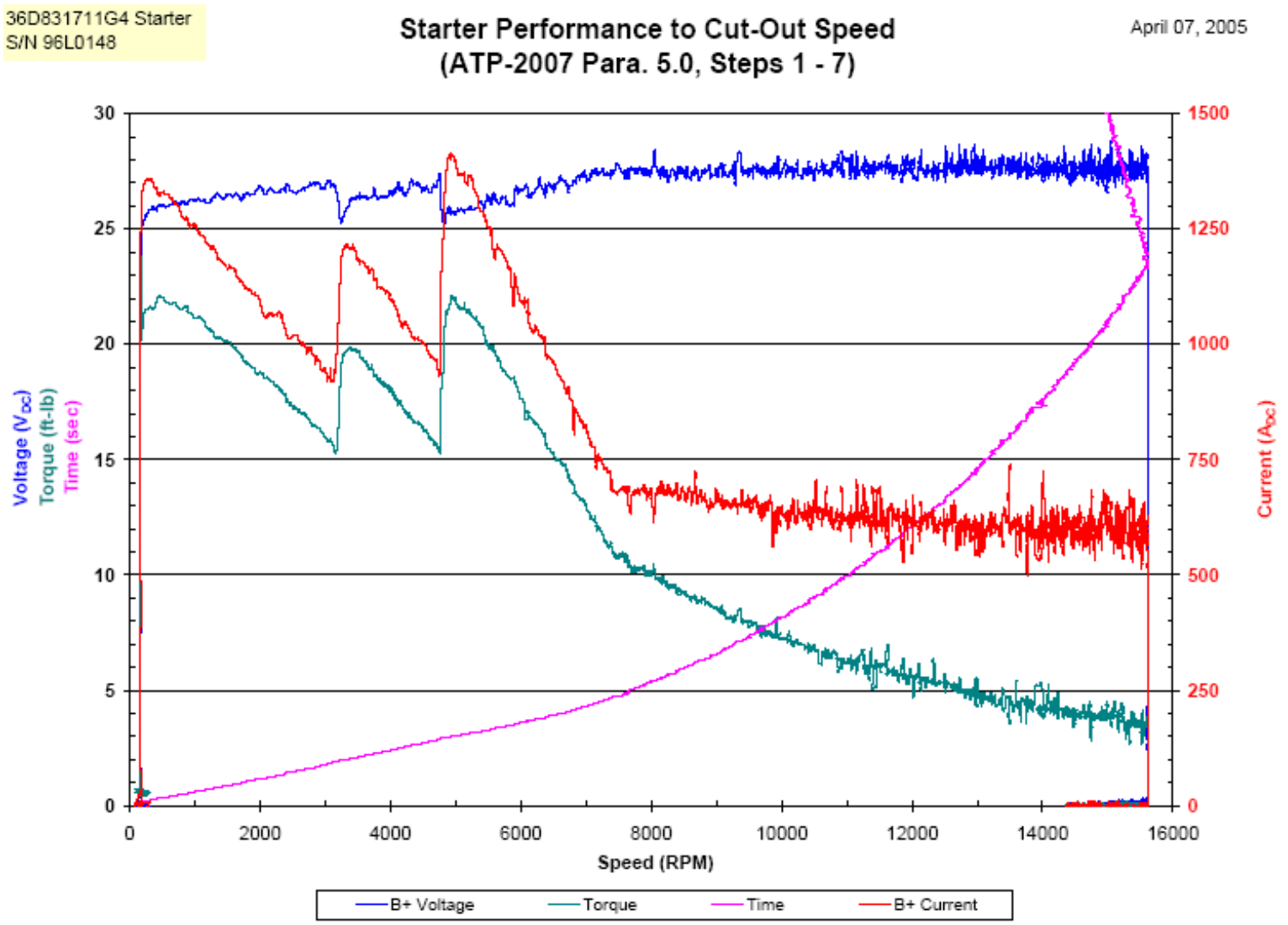
NAVAIR-00-25-403

It is generally accepted that implementation of an RCM program increases the efficiency of a maintenance program. However, quantification of the improvement is necessary to evaluate its success. The RCM program must establish metrics in order to make meaningful assessments. When performing an assessment, care must be taken to attribute only those successes and failures that are directly related to the RCM process. Established reporting methods are in place for making general assessments of effectiveness of RCM programs for most in-service equipment. These should be described or established in the RCM Plan. These include parameters such as availability, readiness, Mean Time Between Failures (MTBF), Total Ownership Cost (TOC), Direct Maintenance Man-hours per Flight Hour (DMMH/FH), and Mean Time Between Removal (MTBR).

WUC	NIIN	NOMEN	NMC	NMCM	NMCS	PMCM	PMCS	O DMMH	I DMMH	BCM	CANN	AVDLR	AVDLR
14323	01-434-3866	HYD ACT	1	1	1			5		6	2	4	$1,880,648
29H1D	01-476-3224	ENG STATR	2	2					10	1	2	6	$1,004,476
14322	00-543-7304	ELEC ACT	3	2	3					1	4		$250,776
15311	01-414-3842	DRV LNK TRUN	4	4	9								$4,591
46431	01-044-3479	FUEL QTY	5		2						2		$27,648
74R5E	01-256-8292	TOW CNTRL	6		4	38	3	12		1	7		$119,650
45387	01-302-0125	HYD PMP	7	1	6						6		$161,946
265C0	01-256-7681	GEARBOX	8	5				10				5	$1,259,273
22100	NA	T700 ENG	9	1									$0
12360		FIRE EXT	10	3									$0
29H1S	01-290-6522	RH EX DUCT		6									$23,799
42323	01-434-2813	GEN ENG		7						5			$215,088
45391	01-039-3657	FILTER MAN		8									$5,858
29H15	SYSTEM	ELEC ASSY		9									$0
45361	MULTI P/N	HYD TUBE			5								$0
29H1P	01-303-7714	GAS TEMP			7								$32,470
14342	01-039-3659	SERV ACT			8					1	5	17	$333,528
45381	MULTI P/N	HYD TUBE			1								$0
45320	SYSTEM	ROTOR BRK				1	9	29					$0
754CF	01-058-8687	TOW EJECT				11	3	11	14				$0
766W4	01-031-5890	APR39 RCVR				5	5						$0
74N42	01-056-2901	INTER CNTRL				32	1			2	1		$22,406
74N97	01-450-5095	FIRE CNTRL				16	7			1			$290,660
42311	01-385-4191	BATT						6	1				$27,992
26570	01-246-6669	MAIN TRANS						7				2	$3,403,477
15322	01-408-6574	MAIN RTR HUB						8	21	26	10	1	$3,447,384
11313	01-256-7554	LH PNL						9					$0



AH-1W STARTER

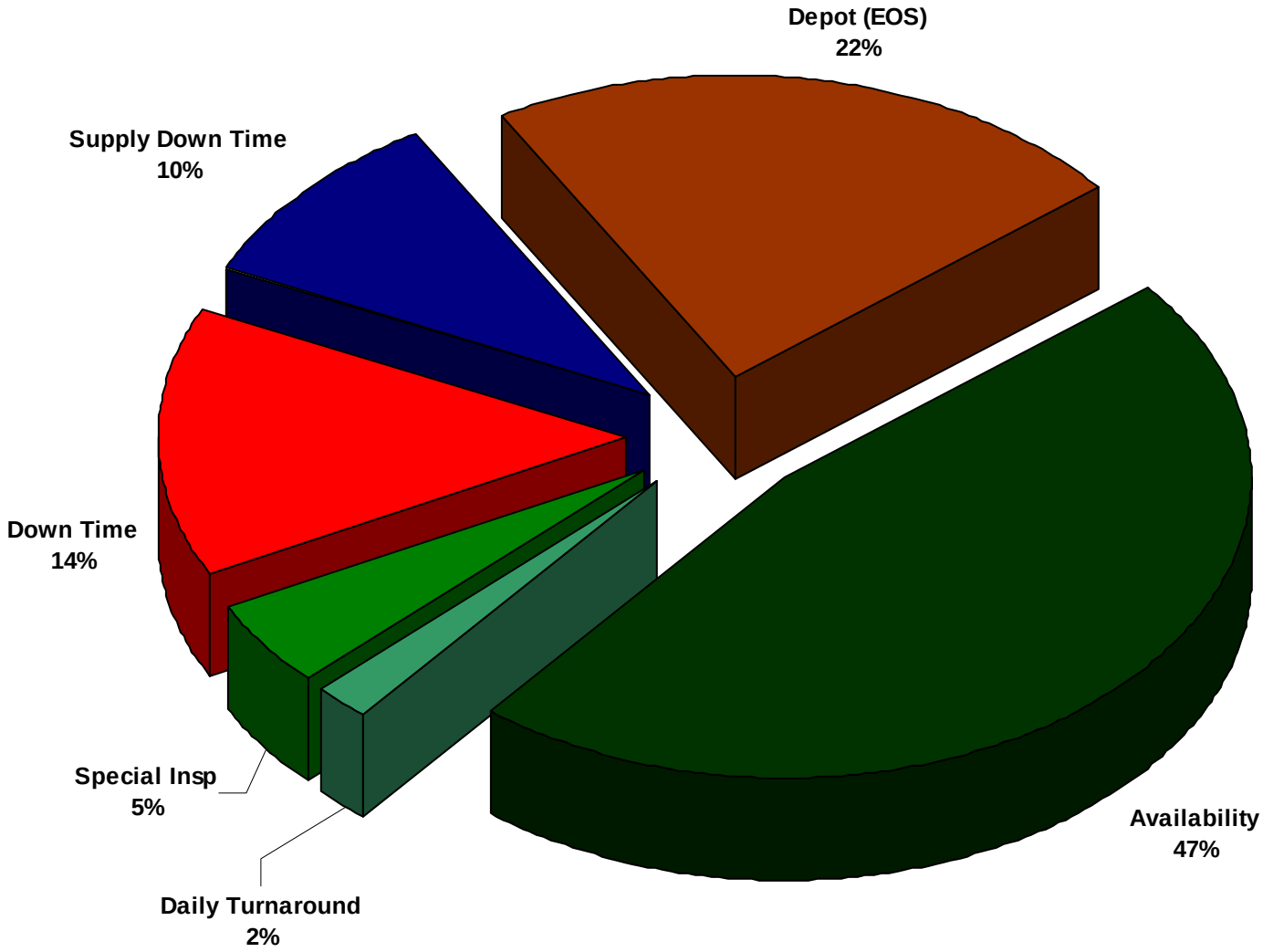


ANCILLARY ISSUES

- Forced removal time on Starters 1/3 tested
- I level had only BCMd four batteries FY06
- No capability to charge batteries at O level
- 3 hours to change left starter vs. 2 for right
- Charge time limited
- Hidden failure modes (clutch)
- Grounding points and cable ends

GROUNDS

CH-53E FY02 – FY06 Total Time



Data Source: Deckplate