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ACN Report #3

Starting this week, I continued to study the Aviation Commonality presentation I found the week prior. To jump right into it, I’ll begin by discussing the Forms & Records (F&R) portion of ACN software. When it comes to F&R the first thing to know is it’s often referred to as the MIS, or Maintenance Information System. This system is responsible for recording the army maintenance management system (TAMMS) updates when regarding forms and data, as well as interactions between communications and notifications/updates for where data is being sent to and from. This portion of the software is where a user could find a directory dedicated to keeping up with the maintenance through records and other such records. As for the Aircraft Data, the last branch of the ACN software stations, it mainly handles data received from monitoring support devices. These can include but are not limited to, fault detection, troubleshooting, condition-based maintenance, and MFOQA initiatives. The most in-depth of these support devices would be of the condition-based maintenance, or CBM for short. CBM is responsible for improving operational availability and reduce the required maintenance so that the user/soldier doesn’t need to spend as much time on that process. This is done by making use of enhanced diagnostics, embedded sensors, prognostic equipment installation, and other such features included with the goal of minimizing the amount of work required by the user of the aircraft. With these features mentioned included in the aircraft, the amount of work required by the pilot is greatly reduced so they need not focus on busy work like tasks that would only take up precious time for the soldier. While many of the features mentioned in this report were based on organizational goals, these points are as important as any other part of the ACN as without this level of organization, the software would be an absolute mess.