



**M**any of you ask the question above concerning maintenance procedures. **Can AVUM mechanics do AVIM tasks on aircraft when they feel like it?**

No—and yes! Until the Army aviation headshed fully implements two-level maintenance, do **only** your AVUM tasks like the TMs say.

There is an exception though—an AVUM mechanic can do an AVIM task **only** when there's unit expertise **and** a logistics assistance representative (LAR) or engineer has given approval by letter.

What you don't want to do, new mechanics, is perform AVIM maintenance tasks because you didn't pay close attention when reading the TM. Then you'll have to call AVIM for help when you're in a pinch because you weren't authorized to do the task.

Skimming through maintenance procedures and not fully reading the task creates headaches and aircraft downtime.

Seasoned mechanics must never leave an aircraft to the whims of new mechanics. You need to teach them to pay close attention to TMs and the difference between an AVUM and AVIM maintenance task.

Don't perform AVIM's job even if you think you have the expertise. You'll wind up calling them for assistance on problems you could have avoided by reading and performing the correct procedure.

But on the other hand, don't create an unnecessary paper trail with work orders for AVIM when you can do the task at your level.

**TO  
DO,  
OR  
NOT  
TO  
DO?**

CALL YOUR AVIM SHOP **ONLY** FOR AVIM PROBLEMS.

THAT MEANS, IF YOU CAN DO THE TASK AT YOUR MAINTENANCE LEVEL, **DO IT!**