



Part M Maintenance Planning Fundamentals

INTRODUCTION

The Maintenance Planning Function is the responsibility of the Operator and Effective Maintenance Planning can contribute significantly to achieving real cost savings within the organization. The training develops an understanding regarding the opportunities to deliver real savings.

Maintenance has come a long way since the early days when maintenance programs owed more to the perception of the maintenance needs, as opposed to the analyzed and justified needs. In addition the role of the regulator was also minimal, and in part developed as a result of events, incidents and accidents.

During the end of the first half of the 20th century regulations began to strengthen and the aircraft manufacturer was seen as the appropriate source of the maintenance program development. The early attempts at effective maintenance (in the 1960's) saw time limits developed which resulted in aircraft being progressively dismantled, in what became know as Hard Time primary maintenance.

This intensive 5 Day course considers best practice processes for accomplishing the various tasks which together make up the challenging role of Maintenance Planning, It is specifically designed for people with a direct involvement in Part M Subpart C Planning functions whether in a Management Supervisory or Administrative role.

It will also be of benefit to Quality Audit Staff and persons who normally work within the Part M CAMO environment, particularly if elements of the Maintenance Planning Process are outsourced.

Detailed Content / Topics - The following Subjects will be addressed

Day 1

- Regulatory Overview
- Part M purpose content and relationship
- Part 145 purpose content and relationship
- Part M – Part 145 Interface and responsibilities
- Aircraft Maintenance Introduction
- The Basics of Maintenance Planning
- Maintenance Planning System General Activities

Date

10th –14th Feb 2014

Venue

Berlin Park Vitosha
Hotel, Sofia,
Bulgaria

Category

Personal Development

Price

1275 Euro

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Day 2

Maintenance Planning Engineering Function - Considering AD's SB's & Mods
Service Bulletins SB, Service Information Letter SIL, Vendor Service
Bulletin VSB

Supplemental Type Certificate Considerations STC Considerations

Instructions for Continued Airworthiness

Managing Competencies in Maintenance Planning

MSG 3 overview

Maintenance Review Board Report MRBR

Maintenance Planning Document

Day 3

Aircraft Maintenance Introduction

Aircraft Maintenance Program Introduction

Aircraft Maintenance Program Development

Aircraft Maintenance Program Management

MSI/SSI/ALS Management

Additional Structural Considerations

Day 4

Temporary Extension and Escalation / De-escalation

SFAR88/EWIS/CDCCL in the context of Maintenance Planning

Understanding the generation of the Work Package - Task Generation

Understanding the Quality Control Process in Maintenance Planning

Measuring Effectiveness of the Maintenance Planning Process

Reliability, optimization, and engine maintenance practices

Human Factors in Maintenance Programs

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Day 5

Low Utilization Maintenance Programs (LUMP)
ETOPS
Component Replacement Program
Task Optimization vs Package Optimization
Block check and Equalized check
Service Level Agreements & Optimizing the Supply Chain
Man hour estimation
Capacity Planning
Examination

Target groups

All personnel with duties and/or responsibilities in the Airline Planning environment. Quality Assurance Staff. Also of Interest to persons working in a CAMO or Part M Quality System. Production Planning and Reliability Specialists, Engineers, Managers & Lease Companies.

Pre-requisites

General Awareness of the structure and functionality of the Part M would be an advantage but not essential.

Learning Objectives

At the end of this Training the delegate should have a comprehensive understanding of the Roles and responsibilities associated with Maintenance Planning, and the importance of delivering an effective Maintenance Planning Function within the organization.
In addition to have a firm understanding of areas where savings may be developed.

Duration

5 days - Start at 09.00 and finish at 17.00, with appropriate refreshment breaks.

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