

Avtrac Blue



Operators Guide

What is Avtrac Blue?

AERO Group's Avtrac Blue is an affordable, low range set of tools that provides you and your staff with the ability to better manage your aircraft fleet maintenance.

Avtrac Blue is a *part* of your AoC Maintenance Control. It can be nominated as a sub-contracted function in your MCM under the control of your Maintenance Controller or HAAMC.

Maintenance Control explained

The concept and regulations covering Maintenance Control in Australia have been evolving over the last few years. CASA have made it clear that the control of maintenance and airworthiness is the responsibility of the Registration Holder and Operator.

For Charter Operators this may be a new concept, as their Maintenance Organisation may have been carrying out this task as part of their total package.

For Low Capacity RPT Operators this concept is not new, as Class A aircraft have always required to have a "Maintenance Controller" appointed by CASA Instrument.

Typically, a Maintenance Controller was employed full time by the Operator, and carried out all functions of maintenance control. Picture the guy in the white coat with the clipboard, watching over all maintenance tasks, and organising everything.

Aviation has grown more sophisticated since those days, and aviation professionals are more competent and aware of higher standards required in the industry.

Maintenance Organisations are suffering an acute shortage of LAME's, and more and more are too busy to perform any maintenance control functions.

Recent changes by CASA has been to introduce the Head of Aircraft Airworthiness and Aircraft Control (HAAMC) for an AoC Operator, clearly empowering Operators to take back control of their maintenance oversight, and undertake better planning and scheduling.

AERO Group pioneered the "remote control" of maintenance by the "team approach" in general aviation and Low Capacity RPT, and gained CASA approval for these operations in most states. Remote control is practiced by most large capacity airlines.

Avtrac Blue is a part of this team approach, and allows AoC Operators to set up an excellent system of control of some aspects of maintenance, at an affordable price.

Communication and display of data is done by the internet, with a password protected portal available to all Team Members assigned with maintenance control responsibilities.

Maintenance Control – the parts

Airworthiness Control – is the compliance with CASA Regulations, and covers areas like AD compliance, System of Maintenance control, Aircraft Data management and compliance, Audits etc.

Maintenance Tracking – all events listed in the Maintenance Schedule or System of Maintenance are tracked by hours, data, cycles and landings in dedicated software. Reports are published as aids in planning.

Aircraft Records Management – managing the aircraft log books and ensuring certifications and entries are true and correct. Archiving of Work Packages and additional data.

Maintenance Planning - The co-ordination of maintenance sub-contractors to perform scheduled and unscheduled maintenance on aircraft at times determined by the Maintenance Controller. The management of maintenance invoicing, parts procurement, and settling of warranty claims.

Maintenance Scheduling - The co-ordination of aircraft flying, to ensure scheduled maintenance is performed as determined by the Maintenance Controller. This includes management of MEL items, and deferred defects.

Work Packages – generation of Work Packages for scheduled maintenance, and processing of returned Work Packages and Coupons to update the Maintenance Tracking System.

What does Avtrac Blue do?

An AoC Operator with an aircraft on **Avtrac Blue** has the Aircraft Records located with the Maintenance Organisation.

Avtrac Blue is a tracking service, allowing the Maintenance Controller/HAAMC/Chief Engineer easy access to what maintenance is due, and when.

A password protected Internet Portal contains a Planning Section, where current Due Lists, OSIP Cards, and Work Packages are available for viewing and printing.

A Pilot Section allows pilots to complete daily flight and trend submissions.

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What does Avtrac Blue not do?

Avtrac Blue does not perform Maintenance Planning, Scheduling, or Aircraft Records Management.

The Operator is recommended to assign Maintenance Planning and Scheduling to a HAAMC or Operations Manager to perform these functions.

The Chief Engineer will still record all maintenance in the aircraft logbooks. He can choose to use the online OSIP Cards to insert into the logbooks, or manually update the originals.

The HAAMC or Operations Manager uses the generated and published online tools as aids in scheduling and planning.

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How does Avtrac Blue work?

Avtrac Blue involves two elements – Set-up, and Tracking.

Set-up

1. Send the Log Books to us for a Log Book Audit. (We can digitise the Log Books onto a DVD on request.) We will then return the Log Books to you. *(You may have the Log Books photocopied or scanned at your location, and sent to us if you are uncomfortable letting them go)*
2. We carry out a Log Book audit to the level you determine. (CoA, Full, or Basic) A report accompanies the audit, including any deficiencies discovered.
3. Your Avtrac Pro software file is loaded with the data from the search. A web site portal is written and set up for your maintenance tracking.
4. A Due List, and OSIP Cards are prepared in PDF format and published onto your internet portal.
5. Your HAAMC can print these Due Lists out as an aid to maintenance planning and scheduling.
6. Your Chief Engineer will print and insert the Due List into the Log Books. He has a choice whether to use the OSIP Cards or not.

Tracking

1. When an aircraft is booked in for scheduled maintenance (ie – a Periodic Inspection) the Chief Engineer can either make up a Work Package based on the Due List, or request a Work Package to be made up by us.
2. The Work Package can be prepared in advance and published on the maintenance portal for all to see, and plan parts, special equipment, sub-contractors etc.
3. The Chief Engineer certifies each work package and updates the Log Books.
4. Either the Work Package, or the Log Book Entry must be sent to us by electronic means, or by mail.
5. Our in-house LAME will process the Work Package, confirm correct certifications, double check entries and update the Avtrac software. *(Any deficiencies found will be forwarded to the Chief Engineer for immediate correction)*
6. New Due Lists and OSIP Cards are then published on your maintenance portal, and all team members sent an e-mail notification.

Who is Aero Group Pty Ltd?

Aero Group Pty Ltd is an independent aviation CAMO (*Continuing Airworthiness Management Organisation*)

We perform Maintenance Control activities for clients throughout each state in Australia, and are approved by CASA under various Instruments and Approvals.

We are a full time business and operate from a dedicated business premises, employ full time and part time staff, and have six dedicated work stations for computerised record management.

The business owner and director Paul Carey is a LAME with over 25 years experience on the floor, and many positions as Chief Engineer. His ratings include Airframe Groups 1, 4,5 and 6, and Engines 1, 3 and 21(PT6A).

Paul holds CASA Maintenance Control Instruments for heavy corporate jets (eg – Challenger 600), Low Capacity RPT Operations, and ASEPTA Operations using single engine turbines.

He has been conducting maintenance control full time for over ten years, is a technical writer, and a software developer of FileMaker databases.

Aero Group Pty Ltd can write custom Maintenance Control Manuals, Aircraft Systems of Maintenance, Engineering Procedures Manuals, and Minimum Equipment Lists.

Aero Group Pty Ltd's motto is "Quick and Fast" – timely and accurate airworthiness management.