Initial Date 17/10/2007
IP Number:93
Revision / Date (DD/MMM/YYYY):

Title: Single Database For Aircraft Maintenance Specification

Submitter: IATA Maintenance Program Industry Committee

Issue:

1. The aircraft operators are faced with multiple documents defining mandated and recommended maintenance tasks. Incorporating these tasks into the operator and OEM maintenance specifications is confusing, labour intensive, and extremely prone to error. Maintaining getting authority approval for the various documents is a burden for the manufacturers as well.

2. With the availability of electronic documentation and electronic approvals, the OEM and authorities should be moving towards electronic documentation. Today's documentation is practically paper based.

Problem:

1. Documents such as ALI/AWL, MRB, and CMR are issued out of phase with MPD. The majority of operators use the MPD to base their programs on and the authorities also usually require close, if not strict compliance with the MPD. With compliance required for ALI/AWL, MRB and CMR, operators are struggling to update their programs without MPD revisions. Operators are required to review multiple sets of documents for the same task revisions.

2. Manufacturers have a challenge getting regulatory approval for all the required documents. A single document without the requirement to get an ink signature will decrease the time between data availability and approval.

Recommendation (including Implementation):
1. **A single database with all tasks is needed to simplify the process of building and revising the manufacturers' and operators' maintenance specifications. If required by the authorities, stand alone CMR and ALI documents can be extracted from this database. However all revisions would be done to the database.**
2. **With a single electronic database, the ability to approve it electronically can be developed.**

IMRBPB Position:

Date: 24/04/2008

Position: IMRBPB support to continue developing the SMD concept.
However the IMRBPB suggests policy board participation is necessary for understanding and acceptance of this new concept.

IP Template Rev 2, dated 22/02/2007

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Status of Issue Paper (when closed state the closure date):

Open.
Opening of action item 08/04 for the industry to invite IMRBPB to the development activity.
IP will be closed with the final report and recommendation for implementation of such a process.

Recommendation for implementation:

Manufacturers, operators, and the authorities need to meet to discuss the transition from a paper based and approved maintenance specification to an electronic database specification.

The aircraft manufacturers and the airlines would like IMRBPB support to continue developing the Single Maintenance Database (SMD) concept.

If support received, the following steps would be taken in order to produce an SMD:
  ➢ **Define the format**
  ➢ **Define how the database will be revised and how often**
  ➢ **Determine how the information will be distributed to the users**
  ➢ **Determine airline implementation requirements for new or revised tasks**
  ➢ **Populate a draft SMD by linking data from relevant sources (e.g. MSG3, CMR, ALI, AMM, GSE, NDT, IPC, Job Cards, etc.).**
  ➢ **Resubmit to the IMRBPB a draft SMD with an approval and revision process**

Important Note: The IMRBPB positions are not policy. Positions become policy only when the policy is issued formally by the appropriate National Aviation Authority.