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LINE MAINTENANCE

LINE MAINTENANCE FUNCTION

Short term maintenance planning

Electronic data integration

Integration with technical records

Integration with inventory database

Defect histories and trouble-shooting

Electronic MEL

Fluid uplifts management

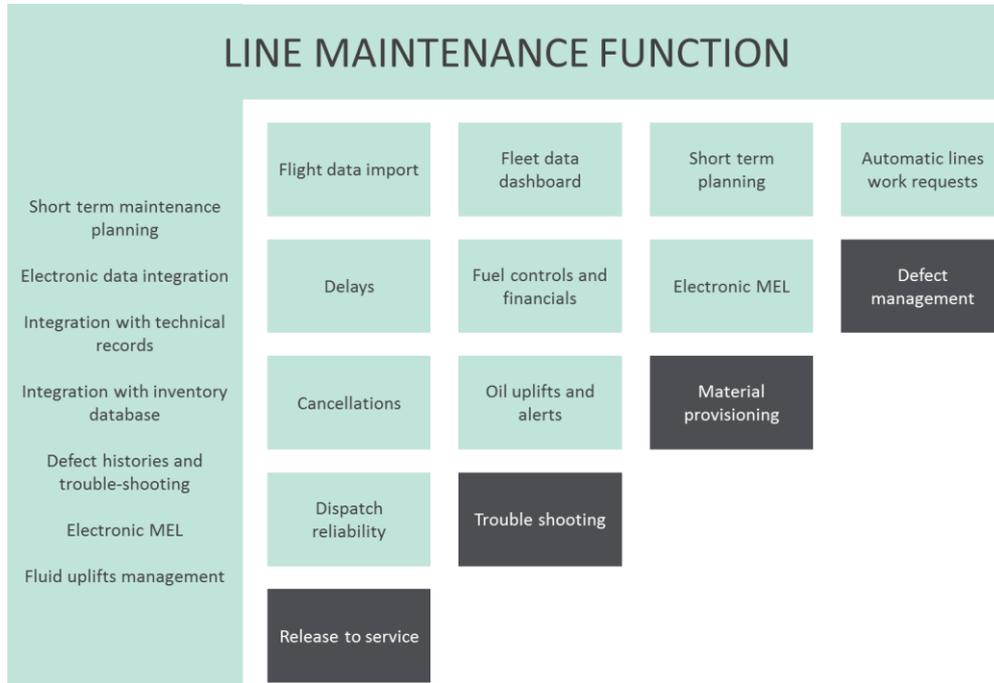|			
Flight data import	Fleet data dashboard	Short term planning	Automatic lines work requests
Delays	Fuel controls and financials	Electronic MEL	Defect management
Cancellations	Oil uplifts and alerts	Material provisioning	
Dispatch reliability	Trouble shooting		
Release to service			

The **LINE MAINTENANCE CONTROL MODULE** accepts suitable data feeds from EFB, ETL, e-enabled aircraft and electronic operations systems, enabling effective control of short-term maintenance planning, aircraft defects and the materials required to support rectification.

The new dashboard allows Maintenance Control to view the status of any aircraft, fleet or base and see CFD/ADDs in real time as well as showing aircraft location, hours, cycles etc. It also shows short term maintenance requirements and upcoming night-stop locations

ELECTRONIC DATA INTEGRATION

The system offers a flexible framework allowing data to be exported and imported. Exported data can be presented to external systems (EFB, ETL etc.) in real-time as it originates from within OASES. Generally, data imports are scheduled according to the capabilities of the external system (i.e. five minute intervals). Numerous formats are supported including web-services, XML and CSV. Typically, customers would begin by importing aircraft type and registration, flight

no, origin and destination airports, flight and block times, duration, fluid uplifts and APU data.

This enables defect information to be entered into the system at the point of discovery (or very soon after) giving Planning/Line Maintenance Control the maximum amount of information and time to decide when and where Carried Forward Defects (CFDs) should be rectified..

Together these facilities significantly reduce opportunity for error e.g. removing manual duplication of data entry and the inevitable errors this can lead to. The system integrates key processes from other technical areas (Planning, Materials etc.) and this rationalizes the Line Maintenance Control workflow and provides high-visibility of fleet and aircraft status

Using the system short term planners and managers can forecast on a single screen all short term scheduled activities, component removals and defect rectifications required.

Due times can be calculated against user-defined aircraft utilization models allowing" what-if" scenarios to be considered. Used in conjunction with the rectification intervals defined in the MEL, this allows a Planning/LMC department to accurately calculate and utilise the maximum available flight time available prior to defect rectification.

From this combined work forecast the system automatically produces and emails an LMC worksheet to the appropriate station, detailing all maintenance and rectification activities to be performed.

The MEL is held electronically in the system and as defects are reported they are categorised and controlled directly against the appropriate MEL control. This again significantly reduces the opportunity for error and time and date stamps transactions to provide easy audit and review.
Processing CFD data in tandem with the activities defined in the maintenance schedule allows the Planning department, to

easily schedule line maintenance activities as part of a base maintenance visit.
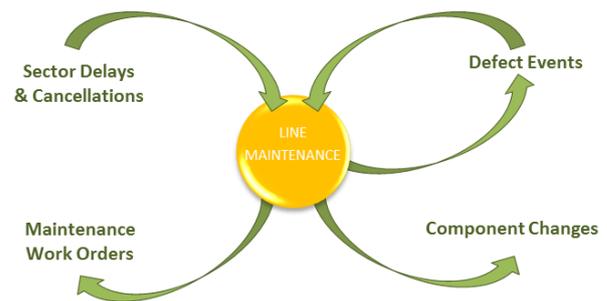
INTEGRATION WITH OASES MATERIALS MODULE

The OASES system provides close integration between the planning and material control functions, ensuring the availability of any materials required for the rectification of a defect in advance of the due date.

As requirements (electronic requisitions) are created, the system intelligently routes these depending upon rules set by the organisation. For example, if stock is available it can either be automatically reserved or, if required immediately, a picking notification will be automatically forwarded to the relevant warehouse location. If not available, or if the value of the request exceeds any pre-set limit, the system will automatically email the relevant buyer or manager advising them of the requirement.

The originator of the requirement is able to view the full details of their request including actions taken by Purchasing giving the current status and expected date of delivery.

DEFECT HISTORIES / TROUBLESHOOTING

Full access to defect history of the aircraft is easily available to all employees with appropriate system permissions. This data can be filtered by ATA system(s), CFD category, date range etc. to aid in identification of problems

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and the operator can easily drill-down to the source information from the same

view.