eAMMM to DASR Alignment

DGLOG-AF and DGTA have personally directed that the 059 is here to stay. It will need a lot of changes to be relevant under DASR.

THIS IS AN OPPORTUNITY!
For you and us!
eAMMM to DASR Alignment

- DASR introduces new (eg Airworthiness Checks) or significantly modified (eg Deferred Defects) requirements.
- Some procedures will barely change (eg Tool Control).
- There are now maintenance practices across both CAMO and 145 organisations.
eAMMM to DASR Alignment

- The section/chapter layout of the 059 will not change prior to the Dec 17 release.
- The idea of separate CAMO and 145 parts will not be investigated until after the Dec 17 release.
We need process champions!

- New procedures need to be developed.
- If you have developed a procedure for new DASR requirements (eg AWC), then let us know!
Prior to 29 Sep 16

• Section 1 chapter 1 paragraph 2 requires compliance with the 059 or a waiver
Transitional Arrangement to 31 Dec 17

- Section 1 chapter 1 paragraph 2 now reads;

2. All ADF Approved Maintenance Organisations (AMOs) involved in the maintenance of ADF aircraft and Aeronautical Product must conform to the procedures in AAP 7001.059 unless the appropriate waiver approval authority has granted a waiver. No waiver is required where AMOs utilise alternate procedures due to the introduction of Defence Aviation Safety Regulations; however Form AO011–1— AAP 7001.059 Improvement Proposal and Reply must be submitted.
• Note the requirement of the AO011!
• We need **YOUR** help to update the manual and the AO011 is that key!
Deferred Defects (Deferred Maintenance)

- DGTA have identified that the current deferral of maintenance (CFU) process is deficient for use under DASR, especially with regard to the assessment whether a given defect ‘hazards flight safety’.

- The AMC/GM to 145.A.50(a) and M.A.801(h) is an acceptable substitute until the 059 is re-released in Dec 17.
Occurrence Reporting

- 145.A.60 & M.A.202
- Defects, Deficiencies, Aircraft Damage, Condition reports
- It is a concern that DGTA is currently not seeing reportable defects.
- Disparate bespoke databases.
- The AE061 will be updated to reflect the new reporting process until the Sentinel solution is rolled out.
Occurrence Reporting

- Coordinated with the DAHRTS upgrade; Sentinel presents a readily accessible database with advanced reporting tools.
- Occurrence reporting in Sentinel will allow automated workflow, timeline management and reporting to the CAMO and NMAA.
- Sentinel rollout will coincide with the release of the 059 release in Dec 17.
Airworthiness Checks

- M.A.707 (staff) and 710 (process)
- New procedures and policies for CAMO

- WE NEED YOUR HELP!
Certificate of Release to Service

- 145.A.50 and 55
- The existing process of Maintenance Release goes above and beyond
- To be fully introduced we would need resolution of part 66 and 147 regs, and significant changes to CAMM2.
- The Maintenance Release process will remain for the time being...
Fatigue Management

• DDAAFS identified that the 059 guidance is relatively robust, but it is deficient in several areas WRT fatigue management
• DDAAFS recently hosted a meeting of the three services to address differences in fatigue management
• There are many different facets across the three services. A solution will take time…
MPIP 22A – Documentation
Architecture Reform Tool
The problem…

• The current documentation system consists of a multi layered, disparate publication suite.

• Publications are not linked.

• Multiple publications relating a single process contain duplicate and often contradictory guidance.

• Current architecture has potential to induce violation, rather than supporting compliance.
The Aim

- Reduce maintenance violations and errors.
- Reduce time to locate the correct OIP.
- Link common process management through a common architecture.
- Reduce the administrative overhead of managing OIP.
- Reduce Duplication, Contradiction and Voids that exists within the suite of OIP.
SURVEILLANCE AND RESPONSE GROUP

2 Squadron
2 Squadron: Advise and Strike

- Maintenance
- Administration
- Away Base Information
- User Guides
- DART Change Request Database
- 2 SQN Common Use Links
2 Squadron: Advise and Strike

- 2 SQN Duty Engineer
- 2 SQN Independent Inspector
- 2 SQN Maintenance Manager
- 2 SQN AMD Database
- 2 SQN Trade Supervisor
- 2 SQN Self Certifying Tradesperson
- 2 SQN Tradesperson
- 2 SQN FOB - RAAF Tindal
## TASKS

### 2 SQN Maintenance Manager - Tasks

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<th>TASKS</th>
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<td>Enter Search Term Here</td>
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- MM - Jack E-7A Aircraft
- MM - Section Job Controller (JC)
- MM - E-7A Ground Pressure Runs
- MM - Deployment - Load Cargo
- MM - Certify Maintenance Documentation Paper based
- MM - Deployment - Perform Pre-deployment checklist
- MM - WHS Incidents and Reporting
- MM - Flightline - Perform Refuel
- MM - Aircraft Fuelling Operations
- MM - Cannibalisation
- MM - Hangar Security
## TASKS

### 2 SQN Maintenance Manager - Tasks

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## MM - Flightline - Recover Aircraft with Hot Brakes

### Task

**Description**

Brake Inspection: IETM 05-61-0701-00-A-282

### Supporting Systems

- AEW&C WED-737-AEW-AM

### Documents

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<tr>
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<tbody>
<tr>
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*Live Link Opens Publication (can be to a particular page)*
## MM - Flightline - Recover Aircraft with Hot Brakes

**Task**

### Description

Brake Inspection: IETM 05-05-0701-00-A-282

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**Link starts Supporting System**
The future…

• Trial was conducted at 2SQN;
  • build task lists, training, assess trial, implement improvements.

• Deliver to wider aviation community from Q2 2017. Rollout has been delayed by VCDF priorities…

• What other processes might it be employed?
  • Log, admin, ops, top down and down up…
Contact Us

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SharePoint CMS Page:

Technical Governance and Policy

"The Team"

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TG&P

Technical Governance and Policy (TG&P) is one of the 4 sections that report to Director Technical Capability (DTC) within LOGBRAF. AFHQ. TG&P is responsible for:

AMMS

AMMS is directly responsible to DTC-AF for change management, content integrity and development of the AAP 7001.659 eAMMS (hosted within AuthoriTTC) with a focus of end user operability whilst maintaining aviation technical maintenance compliance.
Questions?